



Transportation Improvement Board
June 5-6, 2008 – Pullman, Washington
Meeting Location: Holiday Inn Express
SE 1190 Bishop Blvd.
Pullman, WA 99163
(509) 334-4437

June 5, 2008
WORK SESSION AGENDA

| WORK SESSION | | | Page |
|--------------|---|-------------------|------|
| 1:30 pm | A. Local Presentations | Vice Chair Partch | |
| 2:15 pm | B. Recognition Award | Steve Gorcester | |
| 2:20 pm | C. <i>Sidewalk Deviation Request</i> City of Richland: Leslie Road | Greg Armstrong | 35 |
| 2:50 pm | D. <i>Route Jurisdiction Transfer Request</i> Benton County: Intertie I-82 – Preliminary Finding | Steve Gorcester | 37 |
| 3:30 pm | E. <i>Program Issues</i> WAC Chapter 479-010 Approval (Small City Preservation Program) | Rhonda Reinke | 56 |
| 3:45 pm | F. Preliminary Program Size/Schedule (Nov. Projects Selection) | Steve Gorcester | 63 |
| 5:00 pm | <i>Evening Events</i> Tour of Projects in Whitman County | | |
| 7:00 pm | Dinner at the Green Frog | | |



Transportation Improvement Board
June 5-6, 2008 – Pullman, Washington
Meeting Location: Holiday Inn Express
SE 1190 Bishop Blvd.
Pullman, WA 99163
(509) 334-4437

June 6, 2008 – 8:30 am
BOARD AGENDA

| | | Page |
|-----|--|--------------------|
| 1. | CALL TO ORDER | Chair Burbidge |
| 2. | GENERAL MATTERS | |
| A. | Approval of March 28, 2008 Minutes | Chair Burbidge 1 |
| B. | Communications | Steve Gorcester |
| 1. | States take detours to fund road repairs – <i>CNN Money.com</i> | 5 |
| 2. | Muddied, but not mired – <i>Wenatchee World Online</i> | 7 |
| 3. | Stewart Road project stalls – <i>The News Tribune</i> | 9 |
| 4. | Road moved for graves – <i>The Olympian</i> | 12 |
| 5. | Kittitas 'partner' paving starts Tuesday – <i>Kittitas Daily Record</i> | 13 |
| 6. | Funds dwindle as Sumner roads crumble – <i>Puyallup Herald</i> | 14 |
| 7. | Payment for pavement – <i>Moscow-Pullman Daily News</i> | 17 |
| 8. | New shopping center planned on Point Fosdick Dr – <i>The Peninsula Gateway</i> | 19 |
| 9. | Paved streets welcomed in city of Kittitas – <i>Daily Record</i> | 21 |
| 10. | Report says streets in bad shape – <i>The Leavenworth Echo</i> | 23 |
| 11. | We're stuck with nation's worst road funding gap – <i>Seattle Post-Intelligencer</i> | 25 |
| 3. | NON-ACTION ITEMS | |
| A. | Chair's Report to the Board | Chair Burbidge |
| B. | Executive Director's Report | Steve Gorcester |
| C. | Delayed Projects Report | Steve Gorcester 27 |
| D. | Financial Report | Rhonda Reinke |
| E. | Project Activity Report (3/1/08 – 5/31/08) | Greg Armstrong 29 |
| 4. | ACTION ITEMS | |
| | <i>Sidewalk Deviation Request</i> | |
| A. | City of Richland: Leslie Road | Greg Armstrong 35 |
| | <i>Route Jurisdiction Transfer Request</i> | |
| B. | Benton County: Intertie I-82 | Steve Gorcester 37 |
| | <i>Program Issues</i> | |
| C. | WAC Chapter 479-010 Revisions Approval | Rhonda Reinke 56 |
| D. | Preliminary Program Size/Schedule | Steve Gorcester 63 |
| | <i>General Matters</i> | |
| E. | 2009 Meeting Schedule | Steve Gorcester 69 |
| 5. | FUTURE MEETINGS | |
| | Sept. 25-26 – Chelan (Best Western Lakeside Lodge) | |
| | Nov. 20-21 – Vancouver (Hilton Hotel) | |
| 6. | ADJOURNMENT | |

**Transportation Improvement Board
March 28, 2008
Quality Inn & Conference Center
Ellensburg, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Jeanne Burbidge, Chair
Commissioner Greg Partch, Vice Chair
Commissioner Leo Bowman
Mr. Todd Coleman
Ms. Kathleen Davis
Mr. Mark Freiburger
Councilmember Bill Ganley
Ms. Doreen Marchione

Councilmember Neil McClure
Mr. Dick McKinley
Ms. Jill Satran
Mr. Harold Taniguchi
Mr. Steve Thomsen
Mr. John Vodopich
Mr. Jay Weber
Mr. Ralph Wessels

TIB STAFF

Steve Gorcester
Rhonda Reinke
Greg Armstrong
Theresa Anderson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Ms. Paula Hammond
Mr. Dave Nelson
Ms. Heidi Stamm

CALL TO ORDER

Chair Burbidge called the meeting to order at 9:07 AM.

GENERAL MATTERS

A. Approval of January 25, 2008 Minutes

MOTION: It was moved by Commissioner Bowman with a second from Ms. Marchione to approve the minutes of the January 25, 2008 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the newspaper articles and letters in the board packet, and distributed two additional articles about the Bingen Maple Street funding shortfall and the nearly completed Benton County I-82 Intertic project. He specifically noted the “Federal Funds for Roads Fading Fast” article in *The News Tribune*. This could affect TIB directly since federal funds provide a huge match source for TIB and local agencies. Steve also mentioned the article in *The Olympian* regarding century-old graves found near a Tumwater project. He reported that the city will complete the section up to the cemetery and will realign the remainder of the road away from the grave sites with their own money. Finally, there was an article in the *Wenatchee World* that quelled the rumor that vehicle license tab increases were mandatory to receive TIB grants.

LOCAL PRESENTATIONS

- John Akers, Ellensburg Public Works Director, highlighted past TIB projects on Canyon Road and Water Street. Pending projects that begin construction this year include Dolarway Road and Mountain View Avenue/Ruby Street. It took three years of dedicated tax for the city to fund the Mountain View Ave. project, which could not have been completed without TIB’s \$1.4 million contribution.
Ellensburg Mayor Nancy Lillquist thanked the Board for their support.
- Matt Morton, Cle Elum Community Director, talked about funding received from TIB for First Street, Oakes Avenue, and 2nd Street. The city leveraged additional funding for the 2nd Street project through H & LP’s Safe Routes to School grant. Future projects for Cle Elum are South Cle Elum Way and West First Street.

- Roslyn Mayor Jeri Porter gave an overview of transportation needs in the growing city of Roslyn. Suncadia plans to build 3,785 housing units in this area, making Kittitas County the fourth fastest growing county in the state. The city does not have money for construction or preservation projects. Mayor Porter is hoping that TIB might provide funding for their street projects.

NON-ACTION ITEMS

A. Chair's Report

Chair Burbidge reported that Councilmember Calvin Goings was leaving the Board due to ongoing scheduling conflicts.

She also reviewed the Board term eligibility. Commissioner Bowman and Councilmember Ganley are term limited with their term ending June 30, 2008. Four other members, Councilmember McClure, Ms. Stamm, Mr. Thomsen, and Mr. Vodopich are up for reappointment. Letters will be sent to appropriate nominating agencies for replacements and re-nominations.

Chair Burbidge asked the Board if a meeting date change was feasible. The Board had been polled earlier to determine if the May 29-30 meeting could be moved to June 5-6. The Board agreed to this change, combining the May and July meetings to be held in Pullman on June 5-6. Vice Chair Partch added that he might schedule a tour of local projects during that meeting.

B. Executive Director's Report

Steve Gorcester reported on the following:

- *Legislative Update*
 - The bill that would transfer the RJT requests to the Transportation Commission did not pass.
 - TIB received no additional funding in the Supplemental Budget.
- *RJT Request* – Benton County has submitted an RJT request that will be brought before the Board in June.
- *Personnel* – TIB project engineer Mike Polodna accepted a position in the Materials Lab at WSDOT. We are currently recruiting for a replacement.
- *TIB Academy* – The academy offers training for project managers. This year it will be offered in six different cities throughout the state.
- *Dashboard* – The TIB dashboard will go public by May 1. Narrative text will be available on each issue as you “mouse” over that section. This has received national attention and is being linked to several website across the county, including Rutgers, which views the TIB dashboard as “revolutionary.”
- *Project Issues*
 - The City of Woodland asked for a large increase for Shurman Street, which has a high level of truck traffic on soft surface. TIB staff reviewed the city's design and is working with the consultant to avoid a huge increase.
 - OFM has asked for a tour of TIB projects in small cities. This will be scheduled sometime during the summer.
- *Project Events*
 - City of Covington – SE 256th Street ribbon cutting
 - City of Seattle – Fremont Circulation ribbon cutting
 - Clark County – NE 63rd Street ribbon cutting
- *Upcoming Ribbon Cutting Events*
 - Town of Cathlamet – Broadway Street (April 8 – 1:00 pm)
 - City of Pomeroy – Columbia Street (April 9 – 10:00 am)
 - City of Des Moines – 16th Avenue (May 9 – 12:30 pm)

C. Financial Report

Theresa Anderson reported that the account balances for all three accounts (TIA, UATA, and SPPP) totaled about \$19 million. Accounts payable for the three accounts is about \$5 million.

The Revenue versus Forecast total showed a loss of about \$1.5 million for the remainder of the biennium. The chart Theresa referenced showed a drop of revenue in March which is typical due to the recovery of December spending. The chart spikes in July 2008 when TIB receives \$2.5 million from the 2005 new law funding.

Grant payments are kept within our limits, which was evidenced in the Payment Requests versus Revenue chart that Theresa distributed. The revenue cycle mirrors the payment requests because there is a pattern with the revenue forecast, which allows staff to plan the payment cycle accordingly.

Several questions from the Board were answered by Theresa and Steve. In sum:

- Keeping a balance of \$10 million does not thwart any opportunities to fund projects because that balance is included in the financial forecasts.
- There is always the option of “banking” a larger amount so that every six years TIB could fund a large corridor project.
- TIB staff continually look at past project cost trends to help determine a viable amount for increases and funding for future calls for projects.
- Most increase requests come during the construction phase rather than the design phase. This helps TIB manage funds more effectively and provides local agencies with a consistent process that helps projects reach completion.
- The Legislature appears to be pleased with the way TIB funds are dispersed. Because of the good working relationship TIB has with the legislative leadership, it is unlikely that TIB funds would be taken away.

D. Project Activity Report

Greg Armstrong reported that the bidding climate is better than it was last year, but that there is pressure for increases in the Small City Arterial Program. There were 104 project actions during this reporting period. Of those, 25 projects were closed out.

When asked about the withdrawal of the Coal Creek Parkway project, Greg explained that this project was not withdrawn, but simply moved the funding into a different stage of the project.

There was a total of \$524,231 in increases and \$899,632 in surpluses, resulting in a reduction in TIB obligations of \$375,400.

ACTION ITEMS

- A. Town of Waterville: Monroe Street Increase Request** – The town of Waterville requested an increase of \$197,150. Douglas County was the initial lead on this project and underestimated the total costs. When the lead agency changed to the town of Waterville, a new estimate revealed that costs for sidewalk, curb and gutter, and catch basins were omitted from the original estimate. There is heavy truck traffic on this road and it is the main arterial to the fairgrounds. During the fair, pedestrian safety is critical and adding a flashing beacon light to the project was discussed. This would be another \$6,000 in addition to the \$197,150 increase request; however, if the town installs the flashing beacon, that cost can be approved as an administrative increase.

MOTION: It was moved by Ms. Marchione with a second from Councilmember McClure to approve a \$197,150 increase for the Monroe Street project. Motion carried unanimously.

- B. City of Bingen: Maple Street Increase Request** – Maple Street is the only connector from State Route 14 to the Port of Klickitat, which is a major industrial area. The project was initially selected due to poor pavement condition, poor BNSF Railroad crossing facilities, and no sidewalks or walkways for pedestrians. The BNSF Railroad changed their policy and now require all main line crossings to use

concrete panels, which added \$411,000 to the original estimate for the crossing construction. The city and county are putting in additional money totaling \$339,139 and the city will also receive additional funds from the Community Economic Revitalization Board to help complete this project.

MOTION: It was moved by Mr. McKinley with a second from Mr. Wessels to approve a \$285,000 increase for Maple Street. Motion carried unanimously

It was suggested that TIB staff let customers know that the railroad requires concrete crossings and to factor that cost into their bid estimates.

- C. **City of Ilwaco: Brumbach Street Increase Request** – Brumbach Street is one of the primary walking routes that connects all of the school sites to the central business district. Bids received for this project came in at least \$95,000 over the estimated amount and Ilwaco has very limited funds. The city's annual street budget for the entire town is \$63,000. The Safe Routes to Schools Program was not an option for Ilwaco as the Legislature has the final say on timing of call and funding for this program and, at times, it does not mesh with the timing for TIB or the local agency.

MOTION: It was moved by Mr. Freiberger with a second from Councilmember McClure to approve a \$126,000 increase for Brumbach Street. Motion carried unanimously.

- D. **WAC Chapter 479-010 Revisions Approval** – This item was tabled and will be brought back to the next meeting.
- E. **WAC 479-05-040 Revisions Approval** – The revisions to this WAC, Value Engineering Study Requirements, clarified the language and clearly stated when the value engineering study process is completed and that any recommendations from the study may be considered if a funding increase or scope change is requested.

MOTION: It was moved by Mr. McKinley with a second from Ms. Marchione to approve the amended language in WAC 479-05-040, Value Engineering Study Requirements. Motion carried unanimously.

- F. **Sustainability Feedback & Proposed Program Criteria Changes** – Steve Gorcester reviewed the proposed criteria changes and the comments received on the sustainability criteria, which has been incorporated into criteria for urban programs. The main changes are in replacing Mode Accessibility with Sustainability and in the methodology used to assign accident points. TIB staff met with WSDOT and now use the same methodology used by WSDOT to assess this criterion.

Mr. Wessels was concerned about the trade off of Mode Accessibility for Sustainability. He requested that TIB staff monitor this to determine any negative impacts and make changes, if necessary. He would like to have an on-going update on this issue.

MOTION: It was moved by Commissioner Bowman with a second from Mr. Coleman to adopt the proposed criteria changes as presented for implementation in the next call for projects. Motion carried with Mr. Wessels opposed.

FUTURE MEETINGS

The next meeting is scheduled for June 5-6, 2008 in Pullman. Meeting notices will be sent out on May 16, 2008.

ADJOURNMENT

The meeting adjourned at 11:02 AM.

See **Scottrade's Market Statistics** to analyze the indices and market forces that may impact QIUX movement today

NASDAQ: +0.363%

QIUX: +2.74%

■ decliners
■ unchanged
■ advancers

Most stocks on the NYSE are higher today, despite the sharp drop in all of the major averages. The benchmark 10-year Treasury Bond is also lower, its yield rising to 2.57%. The Health Care and Financial sectors are the biggest laggards, down -0.

Mouse over chart for details

Scottrade SmartText

Learn More



Symbol

Get Quote

Keyword

Search

Subscribe to Fortune
Make CNNMoney my Homepage
Add to Favorites

Home

Business News

Markets

Personal Finance

Real Estate

Technology

Small Business

Luxury

Fortune

My Portfolio

CNN.com

TRADING CENTER

Fidelity
Active Traders

Scottrade SmartText
Click to use SmartText!

AMERITRADE
Join ID AMERITRADE

100 FREE TRADES
EXTRA! Securities LLC
\$6.99-\$9.99 Trades

States Take Detours to Fund Road Repairs

Cash-Strapped States Weigh Unpopular Options to Finance Repairs on Ailing Infrastructure

April 01, 2008: 05:29 PM EST

NEW YORK (Associated Press) - Frozen credit markets, sky-high gas prices and a rising federal budget deficit are hurting cash-strapped states as they confront increasing congestion on the nation's deteriorating roads and bridges.

From Texas to Pennsylvania and New Jersey to California, states are more desperate than ever to tap every possible source of funding _ tolls on leased roads, sharp hikes in motor fuel taxes and partnering with the private sector _ to finance the building and repairing of roads and bridges.

Experts see a sharp increases in states partnering with the private sector for funding. Some analysts say highway funding may be the next 'sweet spot' for institutional investors as the burst housing bubble leaves firms looking for ways to put their money to work.

In 2006, Goldman Sachs launched a \$3 billion fund for infrastructure privatization, while Morgan Stanley and the Carlyle Group have each put together billion-dollar infrastructure funds. Macquarie Infrastructure Co. Trust, which launched an initial public offering in December 2004, attracted over half a billion dollars in funds for privatized infrastructure.

That's just one piece of the puzzle. On the West Coast, California lawmakers want to raise the state's gas tax to 28 cents a gallon, a 52 percent increase, to fund road repairs. Republican Gov. Arnold Schwarzenegger opposes the move as do many other governors and state legislators.

Funding shortages may force politicians to take the unpopular step of raising motor taxes because they pay a large share of the cost of highway maintenance and financing.

The federal motor tax has held steady at 18.4 cents since 1993 and would be 27 cents a gallon if it had kept pace with consumer inflation. States are in a similar boat in terms of not having had gas taxes keep pace with inflation.

"It's a very difficult political sell to raise the gas tax to match the rate of inflation," says Matt Sundeen, a transportation analyst for the National Conference of State Legislatures.

The timing couldn't be worse. Gas prices have hit record highs in recent months. Also, "people don't trust the governments would use motor fuel taxes wisely," says Joe Schweiterman, a transportation expert at DePaul University in Chicago.

The infrastructure funding shortage is so severe that some states have been forced to or are contemplating closing roads temporarily while they repair because they don't have or can't borrow the funds to keep them in operation while they're being fixed.

In New Jersey, Gov. Jon Corzine, a former Goldman Sachs chairman, has proposed increasing highway tolls 50 percent every four years until 2022 to slash the state's \$32 billion debt in half and raise money for transportation work.

In Harrisburg, plans by Pa. Gov. Ed Rendell to lease the Pennsylvania Turnpike to a private company means there would be money coming in to fix roads, repair bridges and subsidize mass transit.

However, there's a big downside: the company that would lease the turnpike likely would implement "aggressive toll increases," for drivers, according to a recent House Democratic study.

Meanwhile, escalating prices of raw materials, such as steel and concrete, are exacerbating the problem. The average cost of materials used for highway construction, including asphalt, concrete, steel, lumber and diesel has risen 46 percent from January 2004 to January 2008, according to TRIP, a Washington-based group comprised of insurance companies, equipment manufacturers, construction firms and labor unions that depend on highway construction for jobs.

- Top Stories
- Bernanke sees recession risk

Wall Street jittery after Bernanke

How Lehman aced its liquidity test

Bear Stearns rescue hot topic on the Hill

Wall Street's other 'R-word': reluctant

EXTRADE

CHOOSING MUTUAL FUNDS CAN BE EASY

- Powerful fund screeners
- Advanced comparison tools
- Get up to \$500

EXTRADE Securities LLC

GET STARTED NOW

GET A FREE TRIAL ISSUE!

Name

Address

City

State/Pr

Zip/Po

E-mail

Continue

Privacy Policy

Texas lawmakers face the tough choice of (either) halting new construction projects to pay for necessary repairs on roads and highways or significantly cut into the state's maintenance budget to pay for new roads.

The state estimates it needs at least \$23 billion in additional funding the next 11 years to maintain U.S. and state highways and roads as it copes with a ballooning population and expansive economic growth.

"We anticipate tens of billions of dollar will not be meet," said Chris Lippincott, a spokesman for the Texas Transportation Department.

A state commission is expected to vote this month on a 10-year transportation plan that will last through 2019, said Lippincott.

Drivers, taxpayers and lawmakers in New York, Massachusetts and Minnesota all face similar multibillion-dollar gaps in infrastructure funding needs.

"The states have been asked to pay more of their way on this, which is part of the problem," says Phineas Baxandall, an analyst for U.S. PIRG. Other experts agree.

The National Surface Transportation Policy and Revenue Commission estimates \$225 billion a year will be needed through 2058 to upgrade the nation's transportation system. Meanwhile, the federal Highway Trust Fund, which is used to pay for maintenance of U.S. highways, is expected to have a \$4.3 billion deficit in fiscal 2009, according to the commission's January report.

"The revenue is not coming in as much as it has in the past," says Joseph Giglio, a national transportation expert and a Northeastern University professor. "At the end of the day, there are only two new sources of revenue: fuel tax or tolls."

That's of small comfort to drivers who spend more time than ever sitting in traffic on U.S. roads.

"Motorists have to accept that road use will have a price like everything else, especially in congested areas," says Schweierman. ■

More Markets

- Wall Street jittery after Bernanke
- Wall Street's other 'R-word': reluctant
- Second quarter could be rocky

The Hot List

- 100 best places to start a business
- Diesel: The truck stops here
- 'You're working for gas now'

Copyright 2007 The Associated Press. All rights reserved. This material may not be published, broadcast, rewritten, or redistributed.

© 2008 Cable News Network. A Time Warner Company. All Rights Reserved. Terms under which this service is provided to you. Privacy Policy

- Home Portfolio Calculators Contact us Newsletters Podcasts RSS Mobile Press Center Site Map
- Advertise with Us Magazine Customer Service Download Fortune Lists Reprints Career Opportunities Special Sections Conferences Business Leader Council

Live Quotes automatically refresh, but individual equities are delayed 15 minutes for Nasdaq, and 20 minutes for other exchanges. Market indexes are shown in real time, except for the DJIA, which is delayed by two minutes. All times are ET.
* : Time reflects local markets trading time. † - Intraday data delayed 15 minutes for Nasdaq, and 20 minutes for other exchanges. Disclaimer
Copyright © 2008 BigCharts.com Inc. All rights reserved. Please see our Terms of Use MarketWatch, the MarketWatch logo, and BigCharts are registered trademarks of MarketWatch, Inc. Intraday data delayed 15 minutes for Nasdaq, and 20 minutes for other exchanges. All Times are ET. Intraday data provided by ComStock, an Interactive Data Company and subject to the Terms of Use. Historical, current end-of-day data, and splits data provided by FT Interactive Data. Fundamental data provided by Hoovers. SEC Filings data provided by Edgar Online Inc. Earnings data provided by FactSet CallStreet, LLC.

This is a printer friendly version of an article from www.wenatcheeworld.com
To print this article open the file menu and choose Print.

[Back](#)

Article published Apr 3, 2008

Muddied, but not mired

Leavenworth in middle of massive \$1.68 million construction project

By [Rick Steigmeyer](#)
World staff writer

LEAVENWORTH — Visitors to this Bavarian theme town have had to wait for flaggers, follow pedestrian detours and occasionally tiptoe through mud, but a major street project that will continue through this summer hasn't kept them from seeking out their favorite shops. Tourists watched in fascination Wednesday as a giant excavator scooped a block-long hole in Ninth Street at the east end of Front Street Park. The growls of heavy machinery blended right in with Bavarian polka themes that blared from speakers along the street. All part of the entertainment.

"It was a little muddy Sunday, but it really hasn't been an inconvenience. I've still managed to eat too much at several local restaurants," said Dennis Grainger of Lynnwood. He and his wife, Marcy, are in town for their honeymoon. The couple are staying at their time-share townhouse at Blackbird Lodge, at the corner of Eighth and Commercial streets, where construction began in March.

Brian Carlson, manager of the lodge, said the construction hasn't affected business at all. Everyone who calls to stay at the lodge is forewarned about the project, and most are happy the roads are being improved, he said.

"This is a time-share. People think of this as an addition to their investment," Carlson said. Although Ninth, Commercial and Eighth streets were all closed this week, Ninth should reopen by next week so traffic can again loop around the Front Street downtown section, said Darrin Flitton, on-site foreman for Pipkin Construction. The East Wenatchee construction company is the general contractor for the \$1.68 million project.

"The work will continue until August, but we should have the bulk of the infrastructure done by next week and be able to reopen Ninth," he said.

The street renovation includes under-street replacement of all water, sewer, storm drain and other utilities. The street will then be built up with a gravel foundation and repaved. The three streets will also get new sidewalks, crosswalks and Bavarian-theme lighting.

"We're trying to get as much done as we can before our major fall activities," said Rich Brinkman, Leavenworth city administrator. Brinkman said the project is being funded by two grants from the state Transportation Improvement Board. Renovation of streets in the downtown area has been the city's highest priority for several years, he said. Downtown streets were last reconstructed in 1978. Brinkman said the roadbeds weren't built on a good foundation then and have shown the effects of hard winters.

Work began on Commercial Street last month, as soon as weather allowed, because the project was linked to a planned expansion of Cascade Medical Center, located on Commercial between Eighth and Ninth streets. The clinic expansion, however, has been

postponed.

Brinkman said the city has been trying to get out information about the street project on a weekly basis so local businesses and property owners have an idea what to expect from week to week.

"You can try to do everything that can be done to minimize the impacts, but there's still going to be impacts with a project this size in a small town," he said.

Keith Reames, owner of the Step Back in Tyme Photo Parlor in the Alpenhof Mall on Ninth Street, said he's not a good judge of the project's impacts because he just opened in early March — as it turned out, the same day construction began.

"My timing was impeccable," said Reames, ironically. "Business can only get better. That's my attitude. And when the project is done, the street will be beautiful and it will bring lots more people."

Rick Steigmeyer: 664-7151
steigmeyer@wenworld.com



PRINTER-FRIENDLY FORMAT

Tacoma, WA - Monday, April 7, 2008

[< Back to Regular Story Page](#)

Stewart Road project stalls

Price tag for Sumner-Pacific construction job jumps to more than \$60 million

MIKE ARCHBOLD; mike.archbold@thenewstribune.com

Last updated: April 6th, 2008 01:28 AM (PDT)

What was envisioned nearly a decade ago as a sweeping thoroughfare to take traffic nonstop from growing northeast Pierce County to the Valley Freeway has reached a dead end.

No one officially wants to stick a fork in the Stewart Road corridor project. But delays and soaring construction costs have pushed the price for the final 1.1-mile, five-lane section from slightly more than \$40 million in 2003 to more than \$60 million today.

With construction costs rising at 25 percent a year, the price tag keeps going up.

Today the two-lane cross-valley road through Sumner and Pacific remains a bottleneck of commercial and commuter traffic. An estimated 20,000 vehicles use the road each day, with 80 percent of them from Lake Tapps and Lakeland Hills.

Steve Gordon runs Gordon Trucking on Stewart Road in Pacific and commutes to work from his Lake Tapps home. He knows the worst of both worlds.

"It's a mess," he said.

He watches each day as his trucks wait to get on and off two-lane Stewart Road along with trucks from neighboring businesses such as the United Parcel Service terminal and Freightliner. He also fights the morning and afternoon commuter traffic that backs up on Stewart Road.

He knows there have been cost increases in the project but is frustrated that public agencies haven't fulfilled the promise of a cross-valley corridor.

Greg Armstrong, chief engineer with the state Transportation Improvement Board, which has put money into the corridor, is hopeful the local governments involved – Pierce County, Pacific, Sumner and Auburn – can find the money to complete it.

"It's definitely a major project," he said. "We haven't abandoned it."

But he admitted it is one of those projects that could go away if the governments don't have the "resolve to make it happen."

The corridor through Sumner and Pacific is a complex mix of projects with a number of construction issues, including a railroad track crossing, bridging the White River, expensive rights of way, problematic soils and those increasing construction costs.

The corridor section through the heart of industrial Pacific is at a standstill and threatens to kill the entire project. The price tag has risen from \$5.6 million in 2003 to anywhere from \$14 million to \$19 million, depending on whose estimate is used.

Pacific Mayor Rich Hildreth said his city of 6,055 residents doesn't have the money to pay for that increase. Under its 2003 contract with Pierce County, the city is supposed to pay 64 percent of the project costs, with the county picking up the remaining 36 percent.

That's unworkable for a city the size of Pacific, he said.

Hildreth said he's as frustrated as Gordon.

The mayor blames the Pierce County Public Works Department, the lead agency on the corridor, for mismanaging the project in Pacific. He doesn't trust the county's cost figures. He blames the county for not providing leadership to find money to complete the project.

And until Pierce County brings its leadership to the table, Hildreth said, the corridor project is dead in Pacific.

"I think Pierce County needs to explain to their citizens why they are not making this project happen to get 45,000 voters off the (Lake Tapps) hill a priority," he said.

Pierce County road engineers argue that they can do nothing about inflation and increased costs.

Romero Chavez, the county's project engineer on the corridor, defended the county's role. He said construction costs have increased 25 percent in the past two years alone. Pacific also has signed off on several project changes that increased the costs, including requiring a 30-year life on the new roadway instead of a 20-year life, he said.

The bottom line, Chavez said, is that the contract between Pacific and the county calls for the city to pay 67 percent of the project costs.

If Pacific doesn't have the money, that isn't Pierce County's problem, he said, adding that the county is willing to work with Pacific to find additional money.

Steve Gorcester, executive director of the state Transportation Improvement Board, said the Pierce County-Pacific contract is a problem if there's going to be a Stewart Road Corridor.

"It's clear the agreement is not set up for success," he said, explaining that there is no way a city the size of Pacific can come up with \$10 million. The existing funding formula isn't going to work, he said.

Gorcester said Pierce County has taken a hard line on the contract but argued that "everybody needs to bend."

Pierce County's contract with Sumner for its section of the corridor is almost exactly opposite of the contract with Pacific. The county's share is 71 percent to Sumner's 29 percent.

Pierce County engineer Brian Stacy said any change in the Pacific contract is up to the Pierce County Council. He pointed out that the county is facing more than \$600 million in unmet transportation needs.

"It could be a hard sell," he said.

Stacy said that even if the Pacific contract share formula was reversed, he wasn't sure Pacific has the wherewithal to make the project happen.

Gorcester, who used to be a traffic manager with Pierce County and was involved in the Lake Tapps Parkway project from its inception, said he's committed to the corridor project because of its importance to the area.

The problem with the project isn't mismanagement, he said, it's primarily money.

Mike Archbold: 253-597-8692

Lake Tapps Parkway/Stewart Road corridor projects

Seven projects make up the east-west corridor project to bring commercial and commuter traffic from northeast Pierce County to Highway 167. Only three are completed.

1. Lake Tapps Parkway East: \$24 million parkway connecting Lake Tapps to the East Valley Highway. Completed August 2001

2. East Valley Highway-BNSF railroad overpass: \$14 million overpass connecting Lake Tapps Parkway East to Eighth

Street/Stewart Road. Completed in 2002

3. **Stewart Road-Summer section:** \$8.5 million, construction to start this year
4. **Stewart Road-White River Bridge:** \$6.2 million (2003 estimate), no work done, no funding
5. **Stewart Road-Union Pacific railroad underpass:** \$20 million (2003 estimate), no work done, no funding
6. **Stewart Road-Pacific section:** \$14 million to \$19 million, design and engineering work under way, no construction work planned
7. **Traffic signal at Highway 167:** Completed by state Department of Transportation

Originally published: April 6th, 2008 01:28 AM (PDT)



[Privacy Policy](#) | [User Agreement](#) | [Advertising Partners](#) | [Contact Us](#) | [About Us](#) | [Site Map](#) | [Jobs@The TNT](#) | [RSS](#)

1950 South State Street, Tacoma, Washington 98405 253-597-8742

© Copyright 2008 Tacoma News, Inc. A subsidiary of The McClatchy Company

REAL Cities

Published April 08, 2008

Road moved for graves

Keri Brenner

City officials will move a Littlerock Road widening project 20 feet to the east to avoid disturbing 16 century-old unmarked graves at the edge of Pioneer Cemetery.

The graves were discovered in the path of the proposed roadway during a historical survey in February. The city commissioned the historical survey prior to the \$10 million road widening project that starts this summer.

After measuring and recording the locations, city officials decided to close up the graves and keep them where they were.

"I know you wanted to look at realigning the road rather than relocating the 16 graves," Jay Eaton, public works director, told the City Council at a work session Monday night.

In return for preserving the sanctity of the graves, however, Eaton told the City Council it would:

- **Lose** up to 60 trees at the proposed site of a new Wal-Mart at 5900 Littlerock Road S.W.
- **Need** to divide the 1.5-mile Littlerock Road widening project into two phases at Odegard Road in order to move ahead with construction bids on the section that doesn't need realignment.
- **Need** to acquire more land from owners of the Wal-Mart site to accommodate the road shift.
- **Have** to eliminate a planned median strip and two-way left turns on Littlerock Road and take pains to narrowly avoid a historic oak tree at the entrance to the proposed Wal-Mart.
- **Be** forced to decide Monday night on an alignment for a roundabout at Littlerock Road and Kingswood Drive. Kingswood Drive now bisects the proposed Wal-Mart parking lot, but the store was keeping its options open for possible realignment to the south. Appeals by a citizens group and a union local challenging Wal-Mart's proposed 187,000-square-foot superstore are set to be heard in July in Thurston County Superior Court.

The City Council debated Monday whether the current site of the proposed roundabout would be better for public safety of both school kids and shoppers than a second option 475 feet to the south in front of Tumwater Middle School.

The council voted 4 to 2, with one member absent, to keep the roundabout at its northern alignment with Kingswood Drive located in the middle of the proposed Wal-Mart parking lot. Councilmembers Pete Kmet, Joan Cathey, Bruce Zeller and Ed Stanley voted in favor of the northern location, while Neil McClanahan and Judi Hoeffling voted to move the roundabout south to Tumwater Middle School.

Both sides said their choices would be better for the safety of school children. The two sides also disagreed over which proposal would do a better job preserving the oak tree or the safety of shoppers.

Councilwoman Karen Valenzuela was absent.

It was not immediately clear what costs were involved. Eaton told the council he thought the northernmost roundabout would cost about \$850,000, including acquiring more right of way from owners of the Wal-Mart site and acquiring a portion of the 8-acre Whitey's Auction property on the west side of Littlerock Road next to the cemetery. A condemnation hearing on the Whitey's Auction property had been set for Friday, but a temporary stay was issued.

Neil Levesque, a principal of Whitey's Auction, said the city's offer of \$600,000 "undervalued" the property and that it was probably worth double that he said.

"We don't have any qualms about you guys possessing the property," Levesque told the council Monday night. "If you don't want it, that's OK too."

Eaton said the southern alignment for the roundabout would probably cost about \$600,000, including acquiring property on both sides of Littlerock Road. Eaton said the Whitey's Auction site would be ideal for an access road into a proposed city park behind the cemetery.

Keri Brenner covers Tumwater for The Olympian. She can be reached at 360-754-5435 or kbrenner@theolympian.com.

DAILY RECORD

Seriously Local since 1907

Thursday, April 10, 2008 8:46 PM
US/Western

Kittitas 'partner' paving starts Tuesday
City joins with state, heavy-equipment school

By MIKE JOHNSTON
senior writer

KITTITAS — Kittitas Mayor Steve Arington said a unique pilot program starting Tuesday to pave some city streets “is a dream come true.”

The program is a partnership between the city, which has mostly gravel residential streets, the state Transportation Improvement Board and the Operating Engineers Regional Training Facility east of town.

The state board provided a \$112,644 grant and the training facility is providing free labor and heavy equipment operated by students to pave up to 3,600 feet of street. Experienced heavy-equipment operators and instructors will closely supervise the students.

Arington said the grant pays for asphalt, engineering and fuel, and the city will pay for a few incidental expenses. The Operating Engineers school will provide crushed rock for surface preparation before paving.

“The city doesn’t have the revenue to pave its existing residential streets, and this is an absolutely fabulous project,” Arington said Wednesday. “To my knowledge it’s the first time such a unique partnership in the state has been done for paving work in a city.”

If the city had to pay the full amount for the paving, it’s likely the full cost would be close to \$600,000, he said.

“This project allows the city to gain some much-needed paving, the students with the heavy-equipment school get some real, hands-on, practical training and the state stretches tax dollars to get more done for the public,” he said.

The surfacing and paving will involve Second Avenue from Pierce to Mason streets, Okanogan Street from Patrick Avenue to Eighth Avenue, and two, 350-foot sections on Fifth and Seventh avenues, Arington said.

The roadways were chosen, he said, because they were in the best condition to take a new surface and maintain it for at least five years. The project is expected to be completed by mid-May and is scheduled around classes at the training center.

He said a public event to showcase the pilot program is being planned for April 29.

Streets currently paved in the city are designated as major arterials and those servicing new housing subdivisions where developers are required to pave.

Arington said there is a possibility that the city may, in the future, gain additional state funds to pave streets with the help of the training facility located off Vantage Highway.

The Herald

Welcome **Guest**
Login | Register

Funds dwindle as Sumner roads crumble

The city of Sumner struggles to find funding sources for its arterial roads,
Roxanne Cooke

Published: April 17th, 2008 03:51 PM



Colleen Carroll

Jacob Simon, left, Superintendent Joe Martinez, center, and Foreman Rick Cancil, right, replace a manhole cover next to the post office in Sumner. Martinez and his crew have replaced 42 manhole covers and about 17 water valves in the area.

If Bill Shoemaker could go back in time, he would probably build Sumner roads differently to account for the 2,800 big rigs that now pass over Sumner's asphalt on a daily basis.

Shoemaker, the public works director of Sumner, said that if roads such as Fryar Avenue and East Valley Highway were built strong enough in the first place, they could handle the brunt of long-haul trucks.

"Just build them right the first time," he said.

In addition to the few thousand big rigs that drive in and out of Sumner each day, the industrial area generating that truck traffic provides approximately 7,200 jobs. Yet the area provides very little sales tax revenue to the city, which could go toward road repairs and reconstruction of roads.

City officials see the industrial part of town as a valuable resource — one that extends past the city limits into ports and neighboring cities and counties. But some of the city's arterial roads are suffering from the weight and volume of long-haul trucks, and officials struggle to provide adequate funding for maintenance and repairs because the cost to run the city goes up each year, while revenues have not kept up.

Major arterials that currently take on the freight burden include East Valley Highway, West Valley Highway, Puyallup Street, 142nd Avenue and Fryar Avenue, Shoemaker said. East Valley Highway has undergone many repairs, but is still in poor condition, while West Valley Highway has been almost entirely rebuilt.

The price for repairs and reconstruction is high — West Valley cost roughly \$4 million and was funded by Transportation Improvement Board grants, said City Engineer Mike Dahlem. It will likely cost between \$250,000 and \$300,000 to fix Fryar Avenue, but a grant for that construction has not been awarded, though it has been applied for multiple times in the last few years.

"Infrastructure is a huge financial cost," said Deputy City Administrator Diane Supler. "Our money doesn't go as far as we'd like it to go."

Grants are necessary for arterial work because the money allocated to local street repair and maintenance just isn't enough to cover everything, Dahlem said.

"We don't budget enough money to maintain the (arterial) roads today," he said.

This year's budget allocates \$890,000 to local street repair and general maintenance, Supler said. That money comes from utility, property and sales taxes as well as the city's portion of the gas tax. State and federal grants, impact fees and the real estate excise tax are the primary sources for work done on arterial roads.

This year, the city of Sumner is spending approximately \$50,000 to replace manhole covers along 142nd Avenue, which is one of the major truck routes in Sumner, Shoemaker said.

You Don't Need PLAN B.
Visit Cars.com



Confidence Comes Standard™

"(The trucks) just tear them up," he said.

Manhole covers are just one example of the damage that big rigs cause over time. One 18-wheeler semi is roughly equivalent to 108 regular cars, Shoemaker said. That number can be as high as 150, depending on the specific truck and its load.

Public works uses a pavement rating scale to rank a road's pavement condition, Shoemaker said. It runs from zero to 100, with 100 being "excellent" condition. The department tries to maintain a standard of 80 or higher for the city's roads.

The average rating of all roads in Sumner is 80.4, according to a report prepared by Dahlem that was presented to the Sumner City Council earlier this year. That number is elevated, though, because the city has constructed 13 miles of new roads in the last 10 years.

Some older streets in the city that take the weight of long-haul trucks are still in very poor condition. For example, a portion of Fryar Avenue is ranked as "poor," or between 41 and 55 on the pavement rating scale, according to Dahlem's report. Part of East Valley Highway falls between 26 and 40 on the scale. A section of Puyallup Street is categorized as "part failed" — between 11 and 25.

It's important that roads are kept in good condition to maintain a smooth driving surface and to protect utilities beneath the road, Dahlem said. It is also less expensive to the city to maintain roads than to be forced to do major repairs or reconstruction after years of doing little or nothing.

"There's no economy in letting them go down the drain," said Sumner Mayor Dave Enslow. "They're not a cheap fix. They're an expensive fix."

Most roads are designed for a 20-year pavement life, but that lifespan can be extended if maintenance work is conducted starting in the eighth or 10th year of the road's life, Dahlem said. In order to maintain a pavement rating of 80 or higher, a Maintenance, Rehabilitation and Reconstruction program would help to keep maintenance and repair costs low. However, it would require an additional \$1.3 million from the city in the first year — and that cost would increase over time.

"That's what it would take to keep the roads in the shape they are today," Dahlem said.

The need for routine maintenance is clear to city officials in and outside of Sumner — that's why Enslow and the other mayors that make up the Valley Cities Association, a group of cities that sit alongside Highway 167, are urging the Puget Sound Regional Council to consider the infrastructure needs of their cities. The PSRC is a regional planning body that develops policies, makes decisions and doles out funds for transportation projects, growth management and economic development.

The Valley Cities Association recently sent a letter to the PSRC requesting that a large portion of any federal transportation funds provided to the region is put into maintaining regional freight routes.

Funding for transportation has been reduced by legislation and initiatives, according to the letter. It mentions Initiative 776, which was approved in 2002 and repealed a \$15 local option vehicle excise tax and caused significant losses to city street programs.

"For several years the Valley Cities have been reviewing the condition of our designated truck routes that are falling into disrepair," the letter reads. "In several cases our lack of revenues have resulted in closures to freight traffic as we have witnessed the revenues that we traditionally used to maintain our arterial system decrease while the costs of performing such work continues to escalate."

For example, Valley Avenue was closed off as a truck route in the last five years, Shoemaker said. The Stuck River Bridge will soon be closed to long-haul trucks because it can no longer handle more than 31 tons — most similar bridges can handle at least 35.

When the city closes off specific roads to trucks, those truckers must find a new route, which often takes longer and uses more gas, Enslow said. It may also slow down the service of a business.

"It obviously causes a deterrent to meet the customers' needs, but we reroute," said Fred Dehnert, a dispatcher for Freight Taxi Inc., an industrial-area freight delivery business on 142nd Street.

Dehnert said Freight Taxi hasn't had any problems with 142nd Street, which has portions rated "good" and others rated "excellent" on the pavement rating scale. Freight Taxi's trucks regularly take 142nd to the 24th Street Interchange to access Highway 167.

The interchange and the Puyallup Street extension are two completed projects that were part of a longtime plan to keep trucks outside of Sumner's downtown and residential areas, Shoemaker said. The idea is to have the roads around the industrial area built or reconstructed to specifically serve long-haul trucks.

Along with the access the 24th Street Interchange provides to the industrial area of Sumner, the character of that area is changing, Enslow said. City officials are pushing toward more retail, including forthcoming hotels and the new Mustard Seed Deli.

There's also a drive to recruit "big box" retail stores, like Costco, to that area, Enslow said. The purpose is to provide more sales tax revenue to the city — revenue that could help fund street repairs.

But he believes more needs to be done, which is why the Valley Cities Association sent its letter to the PSRC. The mayors are requesting that PSRC incorporate their map of "freight routes of regional significance" into Destination 2030,

the long-range transportation plan for the region. These routes include roads with a high percentage of freight traffic, such as 142nd, East Valley and West Valley highways.

Another option for the city is to have the industrial area designated as an employment or industrial center, which would give it higher priority in terms of funding, Shoemaker said. The process to receive that designation is lengthy, but city officials are considering it.

Sumner officials are also working on applying for grants for overlay work on Fryar Avenue, Shoemaker said. Plans to take the Stuck River Bridge off the truck route are underway and the MR&R program is an option that will be revisited at a later date.

Officials hope to bring attention to the disrepair of freight routes, but if little or nothing can be done, the toll will be a high price: crumbling roads and increasing costs to repair them.

"The day'll come," Shoemaker said. "That'll be real money."

STREETS BY THE NUMBERS

- > 30 percent of cities in Washington rate the overall condition of their streets as poor, very poor or failing.
- > 32 percent of cities in Washington have identified potentially unsafe street conditions that cannot be addressed with existing resources.
- > 79 percent of cities in Washington indicate that state grants are among the top three most critical funding sources for street improvements and new construction.

Source: Association of Washington Cities, State of the Cities 2008 Executive Summary

STREET DEFINITIONS

- > Residential roads: Provide access to abutting properties
- > Arterial roads: Provide travel between communities
- > Collector roads: Connect residential to arterial roads
- > Maintenance: Actions to maintain existing quality of street, including crack sealing, patching and chip/fog sealing
- > Rehabilitation: Work to improve quality of street, including overlays and flexible pavements
- > Reconstruction: Complete rebuilding of existing pavement

Source: Sumner Public Works department

Reach Reporter Roxanne Cooke at 253-841-2481 ext. 314 or by e-mail at roxanne.cooke@puyallupherald.com.

The Herald - "A part of East Pierce life for 100 years."

© 2008 Olympic Cascade Publishing, Inc.

Terms of use

PHONE: 253.841.2481 | FAX: 840.8249

822 E. Main Street, Puyallup, WA

Send comments to the Editor at editor@puyallupherald.com

DAILY NEWS

lay, April 25, 2008

Pullman, Washington & Moscow, Idaho

Volume 93, Number 100

YOUR THREE CENT'S WORTH



Dean Hare/Daily News

Construction equipment sits in the middle of Mill Street in Colfax on Thursday evening. The city of Colfax has closed portions of Mill Street over the past several weeks as work crews make infrastructure improvements.

Payment for pavement

Transportation Improvement Board, gas tax vital to road improvement projects in Whitman County

By Devin Rokyta
Daily News staff writer

Washington's 54.4-cents-per-gallon gas tax ranks as the fifth highest in the nation.

Three cents of that tax goes directly toward projects approved by the state's Transportation Improvement Board. Whitman County Commissioner Greg Partch said without that money, many road improvement projects in towns and cities throughout the state would go unfunded.

"Sometimes people think they are not getting anything back from gas tax money, but they are," Partch said. "The TIB program is a really good program that brings state gas tax down to the city level. It's a program that works very well, and I think the money is distributed well."

Partch, who is vice chairman of the TIB, said the board typically has about \$80 million at its disposal to pay for projects across

the state.

"That's a huge amount of money, but of course it's a huge state too," Partch said.

A significant portion of that money makes its way into Whitman County. The board awarded Colfax \$664,000 for the reconstruction of Mill Street, and granted \$445,000 to Palouse for repairs to Whitman Street. Colton also is scheduled to receive \$275,000 for the resurfacing of Steptoe Street, while Pullman will be awarded \$135,000 for a project on North Grand Avenue.

"A lot of that money has come back to Whitman County," Partch said. "Almost every one of our small towns has had a major project in it."

He said many of those projects would never get out of the planning stage without TIB money.



Dean Hare/Daily News

Caution markers and surveyor stakes mark spots along Mill Street in Colfax Thursday evening where construction crews are making infrastructure improvements.

See **PROJECTS**, Page 10A

Projects

from Page 1A

"None of these towns and cities could do this by themselves," Partch said. "It makes a huge difference to our rural towns."

Colfax Mayor Norma Becker said small towns like hers already are burdened with tight budgets, and finding extra money in the budget to pay for projects like that on Mill Street would be next to impossible.

"Without extra help in funding we wouldn't have any chance at all," Becker said. "Our resources are so limited, we barely make do."

"There's no money in our pockets that can fix all these things, so without the help of the Transportation Improvement Board we can't do anything."

Becker said the Mill Street

project will be completed in two phases, the second of which still is unfunded.

The first phase already is under way. It includes a complete reconstruction of the road from Harrison Street to Island Street. Becker said the city hopes to complete the project by July.

The second phase will finish the remaining portion of the road to State Route 272. Becker said the city has applied for funding through TIB, but a decision won't be made until November.

Becker said the road has been in need of repairs for some time.

"It's worn, it's rough and it's full of potholes," she said.

The poor conditions aren't limited to Mill Street. Becker said Fairview Road — the main route to the city's hospital — also is in rough shape. With

limited money available, the city is forced to prioritize.

"We have so many streets that are in bad shape," Becker said. "We've got a lot of places we could put it into, unfortunately."

Becker said she understands the TIB can't fund every requested project.

"Their job is not easy," Becker said. "Everybody has requests and they have to determine who gets what."

The city of Palouse expects to begin construction on Whitman Street by the start of June, Mayor Michael Echanove said. The repairs are long overdue.

"The last major work on Whitman Street was probably 100 years ago when it was new," Echanove said.

Echanove said the improvements will open up new retail space to the city's thriving downtown.

"Palouse is going to become a two-street downtown," Echanove said, adding the city also has plans for installing new lighting, sidewalks, and landscape along the street.

Like Becker, Echanove agreed that funding such projects would be difficult without state assistance.

"TIB is a partner I wouldn't want to be without," Echanove said. "I am sure we would figure it out with what was available, but TIB in my opinion is irreplaceable."

Partch said the board is proof that government can do things right.

"The message is there are programs in the state that work and this is one of them," Partch said.

Devin Rokyta can be reached at (208) 882-5561, ext. 237, or by e-mail at drokyta@dnnews.com.



New shopping center planned on Point Fosdick Drive **Olympic Towne Center will be twice the size of Uptown**

Paige Richmond
of the Gateway

Published: 04:22PM May 14th, 2008

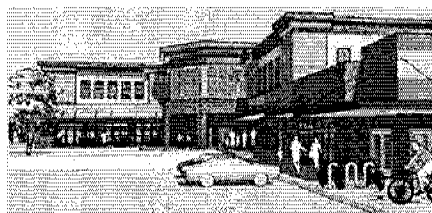


Illustration courtesy of Randy Boss

The Olympic Towne Center's appearance will mirror that of Uptown Gig Harbor, with brick facades and taller buildings. The setup will allow shoppers to walk from store to store after parking their cars in an underground lot.

Two empty car lots on Point Fosdick Drive could become the largest and most elaborate shopping center in Gig Harbor by next year.

Called Olympic Towne Center, the new development will expand on the current center at the northwest corner of the Olympic-Point Fosdick intersection, where a Key Bank and Dairy Queen now stand, by building over the now-abandoned Courtesy Ford and Chuck Olson Chevrolet car dealerships.

The old Vera Vista apartment building will also be demolished to make way for the shopping center.

While plans are still being finalized, Randy Boss, the marketing and project coordinator for the project, predicts a national department store and underground parking lot will eventually fill that space when it opens in 2009.

Nearly 60 percent of Olympic Towne Center's unconstructed buildings have been pre-leased by national and regional businesses.

"It's where we think most of the people will be doing their shopping," Boss said.

The shopping center — which will be twice the size of Uptown Gig Harbor — has been in the works since 2006, when Boss and developer Mickey Hogan, who also owns the Fred Meyer Center on Olympic Drive, began working on the project. They submitted a site plan review to the City of Gig Harbor last October, and the plan must undergo a handful of changes before it can be reviewed by the city's hearing examiner.

"For that development, nothing has been approved yet," said Cliff Johnson, the city planner working on the Olympic Towne Center project. "It's still in review."

While the center will boast several unique shopping features — a 64,000-square-foot building to house the department store, a new restaurant and a potential 50-room boutique hotel are some examples — it will also bring a handful of changes to the surrounding areas.

Hogan's company, Hogan Enterprises, is investing more than \$1 million to make road improvements along Point Fosdick Drive, including new street lamps and sidewalks.

The city had been planning to make similar improvements itself to Point Fosdick but had been unable to secure funding. With a private investor involved, City Engineer Emily Appleton said it's more likely that the city will be approved for a matching \$1 million grant from the state's Transportation Improvement Board.

The company would also pay \$250,000 to expand 32nd Avenue to connect 56th Street to Olympic Drive, so the new shopping center would be bounded on three sides by main thoroughfares.

That new road, Appleton said, was suggested by Boss and Hogan in order to meet necessary traffic regulations for the new development.

"I think they saw that Olympic-Point Fosdick is at capacity," Appleton said. "If they hadn't proposed that roadway, there's no way they could have gotten concurrency."

The roadway would be paid for and managed solely by the developer. It would not be the city's project.

Although the street updates would be required before the development can be approved, Boss emphasized the new roads would also be a "big addition" to both the shopping center and Gig Harbor.

Making improvements to the city, Boss said, is the main motive behind building Olympic Towne Center.

"We're taking these asphalt car lots and making them a nice asset to the community," Boss said. "We're enhancing the visual that's already there."

Enhancement is another part of the center's plans: In order to match the brick facades of the proposed buildings, the current buildings in the shopping center — which house a bar, juice stand and sandwich shop, among others — will be modified and re-designed.

"Personally, for me, I'm excited about it," said Bernice Vandegrift, co-owner of Halftime Sports Saloon, which is located in the soon-to-be refinished center. "It's going to expand our parking. I hear they're putting in a hotel, and we're within walking distance, so it's going to bring more people to the area."

Boss hopes the Olympic Towne Center will complement Gig Harbor's business scene, not compete with it. Although the city's newest shopping center will be less than a half-mile from Uptown Gig Harbor, Boss stressed that he and Hogan aren't trying to put anyone out of business.

"We will work hand-in-hand with each other," he said.

Mark Crowley, owner of Bloom Denim at Uptown, admitted he hasn't heard much about the new center so far — aside from the fact that it will exist — but said he's looking forward to it.

"I can't imagine that they would do the exact same thing — or anything that would create competition between a brand-new development and this development," he said. "We're excited about it (and) anything that will bring people closer to shopping that will prevent them from going across the (Narrows) bridge."

Learn more about Olympic Towne Center

Randy Boss will present the plans for Olympic Towne Center at 7:30 a.m. Thursday at the Public Affairs Forum at Cottesmore of Life Care, 2909 14th Ave. NW. Boss is also looking for feedback from the community on the project. E-mail randyboss@comcast.net with comments.

The Peninsula Gateway - Serving Gig Harbor and the Key Peninsula

© 2008 Olympic Cascade Publishing, Inc.

Terms of Use

253.851.9921 | 360.895.2410 | FAX 253.851.3939

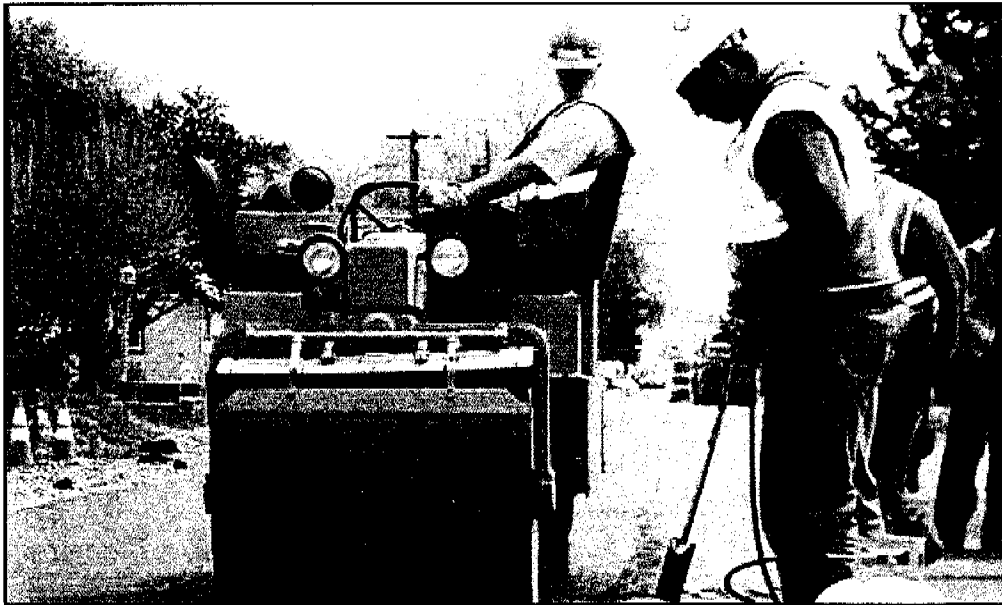
3555 Erickson Street, Gig Harbor, WA

Send comments to the Webmaster at webmaster@gateline.com

Paved streets welcomed in city of Kittitas

Improvement projects showcased on Wednesday

By **MIKE JOHNSTON**
senior writer



Operating Engineers Regional Training Center students Rodney Conway of Lacey runs the roller and Raleigh Bohall of Edgewood uses a gas torch to fill in lines in new asphalt put down Wednesday on West Second Street in Kittitas, part of a project to pave unpaved city streets and give training to center students at the same time.

Mike Johnston/Daily Record

KITTITAS — The driveway of a home along West Second Street in Kittitas has a clear message for city officials chalked on it in big letters: “Thank you 4 paving.”

George Welch, another resident living along the same street, on Wednesday looked at the fresh asphalt put down earlier in the day by students of the Operating Engineers Regional Training Center east of Kittitas.

Welch liked what he saw. Before the pavement there was only a gravel road.

“This is just great, this is wonderful,” Welch said. “I mean, this will do so much to deal with the mud and stop all the dust. We’re all really happy.”

City Mayor Steve Arington on Wednesday said the pilot project to pave more than 3,600 feet of city streets is expected to end today with mission accomplished. Unpaved portions of Okanogan and 2nd Street were paved, along with short stretches of 5th and 7th streets, he said.

Funds for the project came from state gas taxes through a grant from the state Transportation Improvement Board, or TIB.

In a cooperative effort, the operating engineer’s heavy equipment school provided the labor in the form of students using school equipment for hands-on experience. Instructor Roy Hill oversaw the students’ work.

“Each of these students gets chance to do every job in a paving project,” Hill said Wednesday while waiting for another batch of asphalt to arrive. “They do it all.”

Fuel for the work was purchased locally and a local hauling firm was hired for some of the work.

Arington said also completed is a three-year, \$2.2 million project to realign, widen and resurface South Main Street from Railroad Avenue to Interstate 90, work that included a new bridge over Caribou Creek.

Fish screens near the bridge will be installed this fall.

TIB, county, city and Kittitas County Conservation District funds were used in the work.

City officials showcased and dedicated the projects on Wednesday with county and state government representatives and contractors.

Arington and TIB Executive Director Stevan Gorcester said the South Main work is a new, safer entrance to the city that can handle more and heavier traffic coming to and from the city.

Arington said it will well serve the future growth of the city as it gives improved access to acreage identified for planned industrial and commercial development next to the city.



The Leavenworth Echo

From the headwaters of the Wenatchee River in Washington State

Wednesday, May 21, 2008

Report says streets in bad shape

Ian Dunn

Staff Writer

Wednesday, May 21, 2008

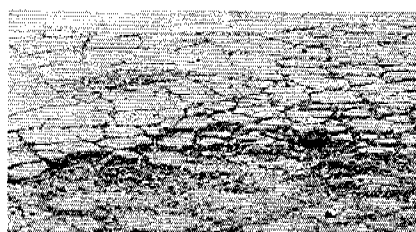


Photo by Ian Dunn

A recent assessment of Leavenworth roads by the state Transportation Improvement Board found many in very poor condition and in need of repair. Some were rated as having less than 30 percent usable roadway.

A recent report by the state's Transportation Improvement Board reveals that the majority of Leavenworth streets are in poor condition. The Transportation Improvement Board, or TIB, provides funding options for small cities, like Leavenworth, to improve streets. Leavenworth Public Works Director, Dave Stettler, met with TIB two weeks ago, and visited their website, with some interesting results.

"You can go onto their online system and see individual cities. They have actually identified all the major streets in cities that are in need of repair," Stettler told the Leavenworth City Council at the May 13 study session. "For Leavenworth, all the streets are red. It's just one big, red blotch."

Stettler said the red means that 50 percent or more of the street is damaged and in need of repair. The positive part, in terms of TIB, is that more streets are apt to get funding for repairs.

"It looks great for funding, but we do have a lot of problem streets" he said. "It's difficult to say which ones we are going to do. We just need to start somewhere and just go through this."

Mayor Rob Eaton suggested the council look into prioritizing the streets. Stettler said he would like to go over the streets first with the public works committee.

"We'll pull up the computer and see which streets are in the most need. The one's in rough shape," he said. "You can actually click on streets and get an assessment. Some of our streets are rated as low as 30-36 percent. I can identify which sections are the worst."

It could be possible to do the repair, and seek funding later, Stettler said. But, he cautioned that TIB had strict rules, and Leavenworth's street needs would be compared with other North Central Washington cities. He also said it may be possible to work with the county on some projects.

"We could piggy back our projects with the county to get some relief in terms of the cost," he said. "Say, if the county was doing chip seal on Chumstick Road, we could piggyback with them and do some of our roads."

Stettler said TIB Project Engineer, Gloria Bennett, is making a special trip to Leavenworth due to the city's great need for their services. Bennett is responsible for projects in Chelan, Douglas, Ferry, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens and Whitman counties.

In conjunction with the TIB work, the City of Leavenworth is working to submit its six-year Transportation Improvement Plan to the Wenatchee Valley Transportation Council, which works with cities, counties, and WSDOT to coordinate local, regional, and statewide transportation improvement programs.

Leavenworth Community Development Director, Connie Krueger, said the city is required to submit their plan to the Transportation Council by July.

"Since the city is working on the six-year transportation improvement plan, it is likely we will come at the end of the year and amend this," she said.

Projects included in Leavenworth's six-year transportation plan include:

- Icicle Station
- Front Street reconstruction
Division St. to 14th
- Division Street reconstruction
- Eighth Street reconstruction
- Ninth Street reconstruction
- Commercial Street reconstruction
- Front Street reconstruction - Ninth to Division St.
- Pine Street extension
- Titus to Chumstick connector
- Cone Street connector from Cedar to Pine
- Ski Hill Drive overlay
- Front Street/Division Street intersection
- Front Street from Highway Two to Ninth Street
- Highway Two pedestrian crossing
- Chumstick multi-use trail
- Highway Two pedestrian tunnel

"Most of the downtown streets are all related to the downtown master-plan and reconstruction project," she said. "The Pine Street extension is there to relieve congestion that occurs in the Pine and First Street area. The Titus-Chumstick connector is a connector the public has asked us to analyze. It's been there for ten years and its important to keep it there."

Krueger said, as they work through the transportation plan, they will look at all the congestion issues that surround the Titus area to insure the plan really provides the relief that is needed.

Ian Dunn can be reached at 548-5286 or IanD@leavenworthecho.com.

Related Links

Content © 2008
Software © 1998-2008 **1up! Software**, All Rights Reserved

Seattle Post-Intelligencer

http://seattlepi.nwsourc.com/transportation/364283_uli23.html

We're stuck with nation's worst road funding gap

\$800-per-person shortfall twice as bad as other areas

Last updated May 22, 2008 11:06 p.m. PT

By DEBERA CARLTON HARRELL
P-I REPORTER

The Seattle-Puget Sound area has the largest gap between transportation infrastructure needs and secured funding of any metropolitan area in the country, according to a study.

The shortfall amounts to nearly \$800 per person in the four-county area around Puget Sound -- King, Pierce, Snohomish and Kitsap counties, according to Infrastructure 2008, a report released Wednesday by the Urban Land Institute.

The report, dubbed a wake-up call for politicians, planners and taxpayers, compared the transportation infrastructure and funding of 23 cities worldwide.

American cities are falling behind Asia and Europe in investing in roads, transit, bridges and other systems needed for growing populations, the study said.

Among U.S. cities/metro areas studied, the Seattle-Puget Sound area's infrastructure-funding gap was nearly twice that of Dallas-Fort Worth, which was second at nearly \$400 per capita. ULI, a nonprofit education and research institute that focuses on land-use, population growth, urban planning and the environment, worked with financial consultants Ernst & Young to produce the 60-page study.

"By 2040, the population of the Seattle area is projected to grow by 1.7 million new people, with 1.2 million new jobs ... that's like dropping the population of greater metropolitan Portland into the Puget Sound area," John Hempelmann, co-vice chairman of the Reality Check Task Force for ULI Seattle, said Wednesday.

"That's a big number, and a huge challenge, given the lack of infrastructure capacity and lack of funding."

Speakers at an event Wednesday to release the report attributed the gap to converging factors, including diminished federal funding, failed regional transportation measures, and a regressive tax system overly reliant on sales and gas taxes.

The result is traffic congestion and aging infrastructure, such as the Evergreen Point Bridge, the Alaskan Way Viaduct, regional freeways, local streets and other bridges, that need to be fixed or replaced.

While work on Sound Transit's light rail system between downtown Seattle and Sea-Tac Airport and from downtown to the University of Washington is progressing well, the agency now is seeking input from voters on a future bond issue to fund extensions north and east across Lake Washington.

The Puget Sound Regional Council, which provided data for the report, has planned for higher density, including rail and bus rapid transit.

But "the report shows we have this history of laying out our plans and not being able to carry through, in part because the voters aren't thinking long term," said Charles Howard, the council's transportation planning director.

Greg Johnson, chairman of ULI Seattle and president of Wright Runstad & Co., said "the report tells us we need to come up with financeable solutions sooner rather than later ... and get going on our infrastructure."

Keynote speaker William Hudnut, a ULI senior fellow, called for a greater federal role in building and funding infrastructure, public-private partnerships, more regional cooperation and citizen responsibility to bridge the gaps.

"It's kind of discouraging," he told the audience, that in 1960, the U.S. spent 12 percent of its gross domestic product on infrastructure and now spends 2.4 percent. Japan spends 10 percent, China 9 percent and India 4.6 percent, Hudnut said.

Earlier this year, he said, a bipartisan congressional commission estimated the U.S. needs to spend at least \$225 billion annually on transportation systems alone "just to catch up and keep pace with the rest of the world."

It shows in Americans' daily lives. Europeans are connecting major cities using high-speed trains traveling 200 mph, Hudnut said.

But Seattle-area drivers spent about 45 hours in traffic delays in 2005 -- more than a week of vacation -- in contrast to 12 hours in 1982, according to the report.

Some are hoping for a reauthorization of the depleted federal Highway Trust Fund in November 2009, but with a shifted focus from cars to transit.

"We don't know how it's going to shake out, but the hope is that people will start talking more at the local and national levels about infrastructure needs," said Carl Koelbel, research associated with the ULI in Washington, D.C.

P-I reporter Debera Carlton Harrell can be reached at 206-448-8326 or deberaharrell@seattlepi.com.

© 1998-2008 Seattle Post-Intelligencer



Delayed Projects Report

June 5, 2008

BACKGROUND

TIB staff reports to the Board on all projects that missed the Bid Award performance standard. The standard includes Urban Corridor Program (UCP) projects not reaching bid award in 5½ years, Urban Arterial Program (UAP) projects not reaching bid award in 4½ years, and projects in all other programs not reaching bid award in 2½ years.

When project delays are the result of environmental issues, right-of-way issues, changes in funding partnerships, funding shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project. Since the implementation of the delayed project process in 2002, the number of delayed projects reported to the Board has been reduced from 67 to 11 (see attached list). This year's list of delayed projects is down by 54 percent from last year.

Of the 11 delayed projects this year:

- 5 projects provided a schedule to the Board in September 2007
 - 3 have missed the scheduled date and need to appear before the Board in September for consideration of an extension
 - 2 have not yet reached the scheduled date
- 6 projects are being reported to the Board for the first time and will receive a letter from the Executive Director

Agencies that may need to appear before the Board have been involved in a three-year delayed projects process as outlined in WAC 479-05-250. Initially, the agency is listed on the delayed projects report, which is provided to the Board each July. Once listed on the delayed projects report, the agency is required to submit an implementation plan that includes an anticipated bid award date. By the next reporting period, any agency that has not made progress toward construction is required to appear before the Board for consideration of any further extension of the project.

STATUS

The three agencies that have missed their scheduled dates are Douglas County, Long Beach, and Seattle.

- Douglas County has a major funding shortfall and will address the Board in September 2008 requesting a scope change.
- Long Beach will miss their July 2008 award date and will delay their project until spring 2009 due to design issue staffing changes. The city will establish a commitment date of September 2009 for the project to be under contract.
- Seattle cannot proceed until Seattle City Light completes relocation of high voltage transmission lines. The relocation is scheduled for September 2008, and the city anticipates a November 2008 ad date.

TIB staff will continue working with these agencies to establish expected performance dates and to schedule appearances before the Board at subsequent meetings.

RECOMMENDATION

No Board action is required at this time.

Delayed Projects

| Agency | Project Number | Funding Year | Current Phase | Project Name | Delay Stage | Total TIB Remaining Total |
|----------------|----------------|--------------|---------------|---|-------------|--------------------------------------|
| Asotin County | 8-4-002(005)-1 | 2005 | Design | Highland Avenue – 13 th St. to 15 th St. | 1 | 947,000 812,770 1,199,000 |
| Fife | 8-2-018(005)-1 | 2005 | Design | 20 th Street East – 54 th Ave E to 63 rd Ave E | 1 | 3,020,499 2,891,230 4,589,999 |
| Pierce County | 8-1-027(062)-1 | 2005 | Design | Stewart Road (Pacific) – SR-167 NB on-ramp to Bridge #1204-B | 1 | 3,306,600 2,414,756 5,519,000 |
| Pierce County | 9-P-027(013)-1 | 2004 | Design | Stewart Rd (Sumner) – E Stuck Rvr Bridge to Lake Tapps Pkwy E | 1 | 4,125,600 3,913,089 10,576,544 |
| Ridgefield | 6-W-950(003)-1 | 2007 | Design | NE 10 th Avenue – S 5 th St to S 10 th Way | 1 | 689,750 660,027 974,750 |
| Wapato | 6-E-946(005)-1 | 2007 | Design | Track Road – West A St to E City Limits | 1 | 684,400 684,400 720,421 |
| Kitsap County | 8-2-018(005)-1 | 2003 | Design | Bethel Road – Crawford Lane to 350' n/o Lund Ave NE | 2 | 1,728,000 1,276,000 4,320,000 |
| Whatcom County | 8-2-037(007)-1 | 2004 | Design | Yew St Rd – Samish Wy to Kingsmill Rd | 2 | 1,721,000 1,636,000 2,160,000 |
| Douglas County | 8-3-009(005)-1 | 2002 | Design | North Baker Avenue – 15th St NE to 27th St NE | 3 | 1,278,799 1,053,573 2,925,000 |
| Long Beach | 6-W-970(004)-1 | 2005 | Design | Bolstad Street N – Pacific Ave (SR-103) to Washington Ave | 3 | 214,360 214,360 240,850 |
| Seattle | 9-P-101(018)-1 | 2001 | Design | E. Marginal Wy Overpass – 300' South of S Idaho St to Spokane St | 3 | 7,300,000 5,960,000 33,300,000 |



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2008 to 05/31/2008

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|---------------------|------------|---------------------------------------|---------------------|----------|-----------------|---------------------|----------|
| SCAP Program | | | | | | | |
| 6-P-119(001)-1 | ALGONA | Main Street | Bid Award | CN BA | 1,492,799 | 245,000 | Director |
| 6-E-934(004)-1 | BINGEN | Maple Street | Bid Award | BA | 742,061 | 285,000 | Board |
| 6-W-837(007)-1 | BLAINE | Marine Dr | Audit | CC FV AD | 1,018,538 | 42,873 | Director |
| 6-P-801(004)-1 | CARNATION | Blanche Street | Bid Award | CN BA | 629,831 | -65,519 | Director |
| 6-W-979(005)-1 | CATHLAMET | Broadway Street | Contract Completion | CC | 415,155 | -16,343 | Director |
| 6-W-191(105)-1 | COSMOPOLIS | Downtown Corridor Improvement Phase 2 | Bid Award | BA | 127,977 | 0 | Director |
| 6-E-894(107)-1 | DEER PARK | Crawford Avenue | Construction | CN | 59,239 | 0 | Director |
| 6-W-838(102)-1 | EVERSON | Mission Road Improvements (Phase 2) | Bid Award | BA | 59,697 | 0 | Director |
| 6-E-871(108)-1 | HARRINGTON | WSDOT Eastern Region Chip Seal | Audit | CC AD | 2,500 | -150 | Director |
| 6-E-913(001)-1 | LAMONT | Eighth/Spokane/Fourth Streets | Bid Award | BA | 587,515 | 59,402 | Director |
| 6-W-828(104)-1 | LANGLEY | Camano Avenue Sidewalk | Bid Award | CN BA | 39,271 | 4,172 | Director |
| 6-E-896(001)-1 | LATAH | Market Street | Design | DE | 62,170 | 0 | Director |
| 6-W-957(004)-1 | MONTESANO | Main Street | Audit | CC FV AD | 695,093 | 7,211 | Director |
| 6-W-963(105)-1 | NAPAVINE | Washington Street Signal | Contract Completion | CC | 30,151 | 3 | Director |
| 6-P-804(006)-1 | NORTH BEND | Bendigo Boulevard (SR 202) | Bid Award | BA | 405,862 | -429 | Director |
| 6-E-881(006)-1 | OKANOGAN | 3rd Avenue/Oak Street | Design | DE | 53,207 | 0 | Director |
| 6-E-882(105)-1 | OROVILLE | Apple Way | Audit | CC FV AD | 89,168 | 9,168 | Director |
| 6-E-916(003)-1 | PALOUSE | Whitman Street | Bid Award | CN BA | 455,000 | 0 | Director |
| 6-W-971(106)-1 | RAYMOND | SR 101 Safety Upgrade | Bid Award | CN BA | 31,214 | 14 | Director |
| 6-E-864(003)-1 | ROYAL CITY | Royal Avenue | Construction | CN | 983,892 | 0 | Director |
| 6-W-972(005)-1 | SOUTH BEND | First Street | Construction | CN | 308,024 | 0 | Director |
| 6-P-824(006)-1 | SULTAN | Sultan Basin Rd/SR 2 | Audit | CC FV AD | 521,204 | 21,204 | Director |
| 6-E-945(001)-1 | TIETON | Naches Avenue | Bid Award | CN BA | 503,428 | 50,188 | Director |



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2008 to 05/31/2008

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|--------------------------|----------------|--------------------------------------|---------------------|----------|-----------------|---------------------|----------|
| 6-E-886(003)-1 | TWISP | SR 20 Improvements | Audit | CC FV AD | 135,315 | -998 | Director |
| 6-E-886(N02)-1 | TWISP | Glover St | Audit | CC FV AD | 232,178 | 219 | Director |
| 6-E-920(002)-1 | UNIONTOWN | Woodworth/St. Boniface/Church Street | Withdrawn | WD | 70,750 | 0 | Director |
| 6-E-854(002)-1 | WATERSVILLE | Monroe Street | Bid Award | BA | 668,775 | 197,150 | Board |
| Total SCAP Change | | | | | 838,165 | | |
| SCPP Program | | | | | | | |
| 2-P-119(001)-1 | ALGONA | FY 2009 Overlay Project | Bid Award | BA | 109,291 | 14,255 | Director |
| 2-P-808(002)-1 | BUCKLEY | FY 2009 Overlay Project | Bid Award | BA | 100,000 | 28,208 | Director |
| 2-W-952(002)-1 | CASTLE ROCK | FY 2009 Sidewalk Maintenance Project | Construction | DE CN | 25,092 | 0 | Director |
| 2-E-930(001)-1 | CLE ELUM | Overlay Project | Audit | CC FV AD | 77,770 | 1,557 | Director |
| 2-E-878(001)-1 | COULEE DAM | FY 2009 Sidewalk Maintenance Project | Construction | DE CN | 80,205 | 0 | Director |
| 2-E-888(002)-1 | CUSICK | FY 2009 Overlay Project | Construction | DE CN | 96,758 | 0 | Director |
| 2-E-894(001)-1 | DEER PARK | FY 2009 Overlay Project | Bid Award | BA | 50,872 | 0 | Director |
| 2-W-825(001)-1 | FORKS | FY 2009 Overlay Project | Construction | DE CN | 104,333 | 0 | Director |
| 2-P-819(002)-1 | GOLD BAR | FY 2009 Overlay Project | Construction | DE CN | 115,158 | 0 | Director |
| 2-E-889(001)-1 | IONE | Eighth Avenue Overlay | Construction | CN | 107,730 | 0 | Director |
| 2-W-953(002)-1 | KALAMA | 2007 Overlay | Contract Completion | CC | 52,235 | 3,235 | Director |
| 2-W-949(001)-1 | LA CENTER | FY 2009 Overlay Project | Construction | DE CN | 120,222 | 0 | Director |
| 2-E-912(002)-1 | LACROSSE | 2007 Overlay Project | Audit | CC FV AD | 61,454 | -3,546 | Director |
| 2-E-942(001)-1 | MABTON | FY 2009 Overlay Project | Construction | DE CN | 52,130 | 0 | Director |
| 2-E-891(001)-1 | METALINE FALLS | 5th Avenue Overlay | Construction | CN | 81,000 | 0 | Director |
| 2-W-963(001)-1 | NAPAVINE | FY 2009 Overlay Project | Audit | FV AD | 38,160 | 0 | Director |
| 2-E-915(001)-1 | OAKESDALE | First Street Walkway | Bid Award | BA | 286,219 | -41,381 | Director |



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2008 to 05/31/2008

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|--------------------------|----------------|--------------------------------------|---------------------|----------|-----------------|---------------------|----------|
| 2-E-915(002)-1 | OAKESDALE | FY 2009 Sidewalk Maintenance Project | Bid Award | BA | 21,609 | 0 | Director |
| 2-W-958(001)-1 | OAKVILLE | FY 2009 Seal Coat Project | Construction | DE CN | 45,190 | 0 | Director |
| 2-E-881(003)-1 | OKANOGAN | FY 2009 Crack Seal Project | Bid Award | DE CN BA | 54,000 | 0 | Director |
| 2-E-883(002)-1 | PATEROS | FY 2009 Overlay Project | Construction | DE CN | 42,694 | 0 | Director |
| 2-W-965(001)-1 | TOLEDO | Seal Coat Project | Contract Completion | CC | 15,397 | -75,603 | Director |
| Total SCPP Change | | | | | | -73,274 | |
| SP Program | | | | | | | |
| P-P-136(P02)-1 | BONNEY LAKE | SR 410 | Construction | DE CN | 154,503 | 0 | Director |
| P-P-801(P04)-1 | CARNATION | Toit Avenue (SR 203) | Bid Award | CN BA | 110,295 | 10,295 | Director |
| P-P-801(P05)-1 | CARNATION | Morrison Street | Bid Award | BA | 83,662 | -134,592 | Director |
| P-E-848(P02)-1 | CHELAN | Park Avenue (SR 150) | Bid Award | BA | 200,000 | 0 | Director |
| P-E-860(P01)-1 | HARTLINE | Chelan Street and Willard Street | Bid Award | BA | 245,500 | 0 | Director |
| P-E-860(P02)-1 | HARTLINE | Willard Street | Withdrawn | WD | 0 | -117,500 | Director |
| P-W-969(P03)-1 | ILWACO | Brumbach Street | Bid Award | BA | 226,000 | 126,000 | Board |
| P-P-804(P07)-1 | NORTH BEND | Orchard Street | Construction | DE CN | 158,681 | 0 | Director |
| P-P-027(P02)-1 | PIERCE COUNTY | 112th St S | Audit | CC FV AD | 121,333 | 0 | Director |
| P-W-151(P03)-1 | PORT TOWNSEND | Discovery Road | Bid Award | BA | 150,000 | 0 | Director |
| P-W-151(P04)-1 | PORT TOWNSEND | San Juan Avenue | Bid Award | BA | 90,000 | 0 | Director |
| P-E-167(P04)-1 | PULLMAN | Bishop Boulevard | Bid Award | BA | 24,300 | 0 | Director |
| P-E-171(P05)-1 | RICHLAND | Aaron Drive | Construction | DE CN | 110,950 | 0 | Director |
| P-E-845(P02)-1 | RITZVILLE | Division Street | Bid Award | BA | 116,366 | -18,803 | Director |
| P-P-202(P05)-1 | SHORELINE | Dayton Avenue N/N 172nd Street | Contract Completion | CC | 135,200 | 0 | Director |
| P-E-032(P04)-1 | SPOKANE COUNTY | Hatch Road | Bid Award | BA | 140,000 | 0 | Director |



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2008 to 05/31/2008

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|-------------------------|----------------|--------------------------------------|---------------------|----------|-----------------|---------------------|----------|
| P-E-180(P01)-1 | YAKIMA | Lincoln Ave | Audit | CC FV AD | 49,636 | 0 | Director |
| Total SP Change | | | | | | -134,600 | |
| UAP Program | | | | | | | |
| 8-1-105(032)-1 | AUBURN | West Valley Highway | Design | DE | 270,000 | 0 | Director |
| 8-2-156(035)-1 | BELLINGHAM | Sunset Drive | Construction | CN | 1,762,000 | 0 | Director |
| 8-2-156(037)-1 | BELLINGHAM | Woburn Street | Contract Completion | CC | 202,542 | 27,600 | Director |
| 8-2-159(011)-1 | BURLINGTON | North Burlington Blvd | Bid Award | BA | 2,478,389 | -130,840 | Director |
| 8-2-985(005)-1 | FERNDAL | Malloy Rd | Audit | CC FV AD | 1,581,746 | 0 | Director |
| 8-1-017(069)-1 | KING COUNTY | Coal Creek Pkwy/Duvall Ave, Phase 3 | Bid Award | BA | 3,675,400 | 479,400 | Director |
| 8-1-140(018)-1 | LYNNWOOD | Olympic View Drive | Bid Award | CN BA | 1,500,000 | 0 | Director |
| 8-1-104(002)-1 | MERCER ISLAND | SE 40th Street | Construction | CN | 805,500 | 0 | Director |
| 8-1-027(065)-1 | PIERCE COUNTY | 94th Avenue E | Bid Award | BA | 4,135,181 | -864,819 | Director |
| 8-3-863(002)-1 | QUINCY | Division St E | Bid Award | CN BA | 506,448 | -53,552 | Director |
| 8-1-107(021)-1 | REDMOND | Union Hill Road | Bid Award | CN BA | 1,908,347 | -341,653 | Director |
| 8-1-017(069)-2 | RENTON | Duvall Avenue | Bid Award | BA | 3,559,986 | 464,346 | Director |
| 8-1-101(151)-1 | SEATTLE | Bridge Way N and Fremont Circulation | Audit | CC FV AD | 1,725,437 | -318,563 | Director |
| 8-3-165(080)-1 | SPOKANE | Five Mile Rd | Contract Completion | CC | 274,969 | 0 | Director |
| 8-3-032(061)-2 | SPOKANE COUNTY | Market Street/Magnesium Road | Audit | CC FV AD | 510,911 | 0 | Director |
| 8-1-128(088)-1 | TACOMA | South Tacoma Way | Bid Award | BA | 112,591 | 0 | Director |
| Total UAP Change | | | | | | -738,081 | |



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2008 to 05/31/2008

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|-------------------------|------------------|--|---------------------|----------|-----------------|---------------------|----------|
| UCP Program | | | | | | | |
| 9-W-193(001)-1 | CHEHALIS | Chamber of Commerce Way | Construction | DE CN | 1,963,900 | 0 | Director |
| 9-W-006(025)-1 | CLARK COUNTY | NE 88th Street | Construction | CN | 3,000,000 | 0 | Director |
| 9-P-027(003)-1 | FIFE | Valley Avenue East | Bid Award | CN BA | 1,425,140 | 0 | Director |
| 9-P-206(003)-1 | KENMORE | Bothell Way (SR 522) | Bid Award | DE CN BA | 4,047,000 | 250,000 | Director |
| 9-E-171(003)-2 | KENNEWICK | Gage Blvd/Center Parkway | Bid Award | CN BA | 274,850 | 35,850 | Director |
| 9-E-173(010)-1 | KENNEWICK | Columbia Center Blvd. | Contract Completion | CC | 3,362,656 | 187,774 | Director |
| 9-E-173(013)-1 | KENNEWICK | 27th Avenue and 36th Avenue | Contract Completion | CC | 787,750 | 0 | Director |
| 9-P-017(021)-2 | KING COUNTY | South 272nd Street | Audit | CC FV AD | 640,000 | 0 | Director |
| 9-W-018(001)-1 | KITSAP COUNTY | SR 3 - SR 303 (Waaga Way) Interchange | Audit | CC FV AD | 2,482,280 | 0 | Director |
| 9-P-143(003)-1 | MARYSVILLE | State Avenue | Bid Award | CN BA | 3,790,693 | 264,467 | Director |
| 9-E-171(004)-1 | RICHLAND | Keene Road | Design | DE | 150,000 | 0 | Director |
| 9-P-202(002)-1 | SHORELINE | Aurora Ave N Multimodal Corridor Project | Audit | CC FV AD | 5,480,000 | 0 | Director |
| 9-P-031(013)-1 | SNOHOMISH COUNTY | 20th Street SE | Construction | CN | 2,085,000 | 0 | Director |
| 9-P-031(015)-1 | SNOHOMISH COUNTY | 20th St SE | Construction | CN | 3,500,000 | 0 | Director |
| 9-E-165(013)-1 | SPOKANE | Broadway/Springfield Ave | Bid Award | CN BA | 2,953,103 | 385,187 | Director |
| 9-E-032(016)-1 | SPOKANE VALLEY | SR 27/Mansfield Ave | Construction | CN | 2,193,561 | 0 | Director |
| 9-E-181(002)-1 | UNION GAP | Valley Mall Boulevard Extension | Bid Award | BA | 5,570,025 | 283,291 | Director |
| Total UCP Change | | | | | | 1,406,569 | |



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
From 03/01/2008 to 05/31/2008

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|------------|--------|---------------------|---------------|--------|-----------------|---------------------|----------|
|------------|--------|---------------------|---------------|--------|-----------------|---------------------|----------|

Total Change 1,298,778

| | |
|-------------------|--------------------------|
| PND - Pending | CC - Contract Completion |
| PD - Predesign | FV - Final Voucher |
| DE - Design | AD - Audit |
| CN - Construction | WD - Withdrawn |
| BA - Bid Award | |

City of Richland

Leslie Road - Willowbrook Pl to Reata Rd (Stage 1)

Leslie Road - Reata Rd to Clearwater Ave (Stage 2)

Requested Increase

\$0

Sidewalk Deviation Staff Review

FY 2008 Urban Arterial Program (UAP)

TIB Project 8-4-171(008)-1 & 2

Board Meeting Date: June 6, 2008

Stage 1 Construction Date: Jul 2008

Stage 2 Construction Date: Jul 2009

Project Information

Existing Conditions

The existing two-lane roadway has a three-foot gravel shoulder along each side. There are no pedestrian or bicycle facilities within the project limits.

Revised Proposed Improvements

The project will construct two travel lanes with a two-way left-turn lane. The improvements will include curb and gutter, sidewalk, and bicycle lane on both sides of the roadway from Willowbrook Place to Rachel Road. There will be a sidewalk only along the west side of the roadway and a curb and gutter, and bicycle lane on both sides of the roadway from Rachel Road to Clearwater Avenue. A roundabout will be added at the Leslie Road / Clearwater intersection with railroad crossing signalization improvements. Illumination will be added.

Total Funding Summary

| | Original | Increase | New Total |
|---------------------|--------------------|------------|--------------------|
| TIB Funding | \$1,470,000 | \$0 | \$1,470,000 |
| Lead Agency Funding | 732,500 | 0 | 732,500 |
| Public Funding | 720,000 | 0 | 720,000 |
| Private Funding | 1,000 | 0 | 1,000 |
| Totals | \$2,923,500 | \$0 | \$2,923,500 |

Discussion

The city of Richland is requesting a sidewalk deviation to eliminate the sidewalk on the east side of the roadway from Rachel Road to Clearwater Avenue. There are no pedestrian generators in this section and current zoning will not allow development. The area between the Amon Wasteway and Leslie Road has been set aside as a natural preserve where nature path will be built. The southern portion of this section of the roadway parallels the BNSF railroad tracks.

One of the VE recommendations was to eliminate the sidewalk on the east side of the roadway in this area. The cost savings was estimated at \$29,000. In addition, there may be other cost and time savings because the elimination of the sidewalk will reduce the need for a retaining wall due to the proximity of the nearby wetlands.



Recommendation

Staff recommends approval of the sidewalk deviation on the east side of the roadway from Rachel Road to Clearwater Avenue.



505 Swift Boulevard, P.O. Box 190 Richland, WA 99352
Telephone 509-942-7390, Fax 509-942-5666

www.ci.richland.wa.us

RECEIVED

MAY 05 2008

712

May 1, 2008

John Dorffeld, P.E.
Project Engineer
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

RE: 8-4-171(008)-1 LESLIE ROAD - WILLOWBROOK PLACE TO CLEARWATER AVENUE

Dear John:

The City of Richland is requesting a sidewalk deviation to eliminate a portion of the sidewalk along the east side of the proposed project between Rachel Road and Clearwater Avenue, as we discussed. This is consistent with the recommendation of the Value Engineering (VE) Study, item VE-3.

This area currently has no pedestrian generators on the east side, and would not in the future based on current zoning. The south end is adjacent to a long narrow strip of property, proposed as right of way for drainage purposes, which is parallel to the BNSF Railroad. The remainder of the property is an area known as the Amon Wasteway. It is a reserve area set aside for natural preservation. A future project includes a nature path along that site which would be in-between the road and waters edge.

As outlined in the VE study this will be a project reduction savings of approximately \$29,000 just in the construction of sidewalks. In addition there will be cost savings as several sections of retaining walls would not be required. This would also save a significant amount of time and administration costs in environmental permitting that would be required to construct retaining walls within the proximity of the nearby wetlands.

Thank you for your assistance in this matter. If you have any questions or need any additional information please give me a call at 942-7791.

Sincerely,

JACK ARNOLD, P.E.
Project Engineer



State of Washington
Transportation Improvement Board

Benton County RJT Request

June 5, 2008

BACKGROUND

On September 19, 2007, Benton County submitted an official request to TIB to transfer 10.9 miles of CR 397, between I-82 and SR 397, to the Washington State Department of Transportation. They also submitted an agency evaluation of whether the route met the transfer criteria as detailed in WAC 479-210 and RCW 47.17.001.

STATUS

TIB staff prepared an analysis of the request. On April 16, 2008, the analysis and a notification letter requesting comment were sent to interested parties and posted on the TIB website. In addition, a legal ad for public comment was published in the *Tri-City Herald*. The deadline for written comments concerning this transfer was May 20, 2008.

TIB received letters from the city of Kennewick and the Benton-Franklin Council of Governments supporting the transfer. WSDOT also responded and agrees with the recommendation to transfer the route to the state with the caveat that all official documentation for this roadway is provided to WSDOT's south central region.

No comments opposing this transfer have been received. Based on the lack of opposition to this request, a public hearing does not appear to be necessary.

RECOMMENDATION

If the Board has no substantive changes to the analysis, staff recommends that the Board, acting as a committee of the whole, accept and release this analysis as the preliminary finding. Action to approve the final finding will be taken at the September meeting.



State of Washington
Transportation Improvement Board

Analysis of Benton County RJT Request
April 2008

BACKGROUND

On September 19, 2007, Benton County submitted an official request to TIB to transfer 10.9 miles of CR 397, between I-82 and SR 397, to the Washington State Department of Transportation. They also submitted an agency evaluation of whether the route met the transfer criteria as detailed in WAC 479-210 and RCW 47.17.001. This analysis and public comment assists the Board in establishing a preliminary finding. If there are no substantive changes from the Board in reviewing this document and when considering public comment, this analysis may act as the preliminary finding.

CRITERIA SET OUT IN WAC

WAC 479-210-200

An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

WAC 479-210-200(1)

Is designated as part of the interstate system;

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-200(2)

Is designated as part of the system of numbered United States routes;

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-200(3)

Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-200(4)

Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

TIB ANALYSIS: CR 397 is a new road connecting SR 397 to I-82. The route serves regional truck traffic to a major industrial center and the Port of Kennewick. The Tri-Cities is an urbanized area with a population of 157,800. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250

These guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes:

WAC 479-210-250(1)

For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(2)

State highway routes maintain continuity by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the province of British Columbia.

TIB ANALYSIS: CR 397 adds to system continuity by connecting I-82 to SR 397. I-82 is a north/south interstate freeway making a connection between I-90 in Washington and I-84 in Oregon. In addition, SR 397 is a north/south state route connecting I-182 to the Finley Industrial area. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(3)

Public facilities may be considered to be served if they are within approximately two miles of a state highway.

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(4)

Exceptions may be made to include:

WAC 479-210-250(4)(a)

Rural spurs as state highways if they meet the criteria relative to serving population centers of 1,000 or greater population or activity centers with population equivalencies or an aggregated population of 1,000 or greater;

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(4)(b)

Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(4)(c)

Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.

TIB ANALYSIS: CR 397 connects I-82 at the west end to the southern terminus of SR 397 at the east end, which ends at the Finley Industrial area. This route will reduce west-east

bound truck traffic on SR 240, SR 397 and the city of Kennewick streets. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(5)

In urban and urbanized area:

WAC 479-210-250(5)(a)

Unless they are significant regional traffic generators, public facilities such as state hospitals, state correction centers, state universities, ferry terminals, and military bases do not constitute a criteria for establishment a state highway; and

TIB ANALYSIS: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(5)(b)

There may be no more than one parallel non-access controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization.

TIB ANALYSIS: There are no other parallel non-access or limited access facilities within the same corridor. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)

When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

WAC 479-210-250(6)(a)

The ability to handle higher traffic volumes;

TIB ANALYSIS: CR 397 has been designed and constructed to accommodate the estimated 20-year design traffic volumes of 2,556 vehicles per day, with an estimated truck volume of 19%. The typical roadway section is two 12-foot travel lanes with a five foot paved shoulder on each side of the roadway. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)(b)

The higher ability to accommodate further development or expansion along the existing alignment;

TIB ANALYSIS: CR 397 forms the southern boundary of the Benton County unincorporated urbanized area with the city of Kennewick being the northern boundary, I-82 as the western boundary, and the Columbia River is the eastern boundary. The area described above is undeveloped and is within the Federal Urban Growth Boundary for Benton County. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)(c)

The most direct route and the lowest travel time;

TIB ANALYSIS: The distance from I-82 MP 114.4 to the southern terminus of SR 397 is approximately 10.9 miles with no major intersections or traffic signals. The distance on the existing roadways are approximately 16.7 miles with about 16 major intersections and/or traffic signals. The reduced number of miles and intersections will make CR 397

the shortest and lowest travel time route between these two points. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)(d)

The route that serves traffic with the most interstate, statewide, and interregional significance;

TIB ANALYSIS: SR 397 is classified as a T-2 truck route (4 million to 10 million tons per year) and terminates in the Finley Industrial area. The Finley Industrial area is also served by Union Pacific and Burlington Northern Santa Fe Railroads. CR 397 connects to I-82 at the west end and SR 397 at the east end. Freight traveling to I-82 can travel north to I-90 and then to Seattle or Spokane, or travel south to Oregon I-84 and then to Portland or Idaho. SR 397 is connected to I-182/US 12 and SR 395. I-182 connects to I-82 and US 12 connects to points east and west of SR 397. SR 395 extends northward to I-90 near Spokane. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)(e)

The route that provides the optimal spacing between other state routes; and

TIB ANALYSIS: I-182/US 12 is the northern most west to east route with SR 240 being the next west to east route and CR 397 being the southern most west to east route connecting to I-82 and SR 395, both north to south routes. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)(f)

The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted.

TIB ANALYSIS: CR 397 is classified as a Minor Arterial under the Federal Function Classification system and "heavy industrial" in the Benton County Comprehensive Land Use Plan. The Tri-Cities Regional Transportation Plan (2002 to 2025) indicates the area between I-82 to the west, city of Kennewick to the north, Columbia River to the east, and CR 397 to the south is within the Metropolitan Planning Area (MPA) for Benton County. It indicates the Finley Industrial Area is an area of "high industrial/manufacturing employment." The report forecasts an increase in population of 43% in 20 years and an increase in employment of 30% in 20 years in the MPA. **The route meets the requirement of this section of the WAC.**

PRELIMINARY RECOMMENDATION

The preliminary analysis of the criteria set forth in WAC 479-210-200 and WAC 479-210-250 suggests that the route does meet the criteria to be designated a state route and have jurisdiction transferred to the Washington State Department of Transportation.

Ross B. Dunfee, P.E.
Director / County Engineer
Steven W. Becken
Asst. Director / Asst. Co. Engineer

Benton County

Department of Public Works

Post Office Box 1001 - Courthouse
Prosser, Washington 99350-0954

Area Code 509
Prosser 786-5611
Tri-Cities 736-3084
Ext. 5664
Fax 786-5627

September 17, 2007

Mr. Stevan Gorcester, Executive Director
Transportation Improvement Board
P. O. Box 40901
Olympia, WA 98504-0901

RECEIVED
SEP 19 2007
TIB

Re: Transfer CR 397 to WA State ownership

Dear Stevan:

This is to request the ownership transfer of CR 397 (aka the I-82 to SR 397 Intertie) from Benton County to Washington State. We offer the following information for your consideration: *WAC 479-210-150 (2) A rural highway route may be designated as a state highway if it is part of an integrated system of roads and;*

- (a) *Carries in excess of three hundred thousand tons annually and provides primary access to a rural port or intermodal freight terminal;*

County Road (CR) 397 functions as an east/west extension of SR 397 between the Finley Industrial Area and Interstate-82. CR 397 is a new route and consequently does not have a freight designation; however SR 397 is classified as a T2 route (4 million to 10 million tons per year) in the Washington Freight and Goods Transportation System. The Finley Industrial Area is approximately 1,000 acres of land classified as "heavy industrial" in the Benton County Comprehensive Land Use Plan. This area is served by both the Union Pacific and Burlington Northern Santa Fe railroads as well as port/barge facilities along the Columbia River.

- (b) *Provides a major cross-section between existing state highways; or*

The Reason that CR 397 is named the "Intertie" is because it makes a critical connection between the southern termini of SR 397 and Interstate 82. Please see the attached map.

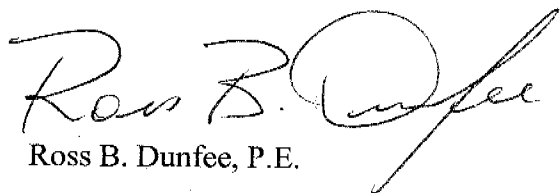
- (c) *Connects places exhibiting one or more of the following characteristics:*
- (i) *A population center of one thousand or greater;*
 - (ii) *An area or aggregation of areas having a population equivalency of one thousand or more, such as, but not limited to recreation areas, military installations, and so forth;*

- (iii) *A county seat;*
- (iv) *A major commercial-industrial terminal in a rural area with a population equivalency of one thousand or greater*

Finley is an unincorporated area of Benton County that lies southeast of the City of Kennewick with a population of approximately 7,000 residents. The Finley Industrial Area is approximately 1,000 acres of heavy industrial classified land and current industries located within the industrial area include: Columbia Colstor, Inc., Agrium USA, Inc., J.R. Simplot Company, Gunderson Rail Services, Air Liquide America Corporation, Sandvik Special Metals Corporation, Tessengerlo Kerley Company, and many others.

Thank you for your consideration of this request. Please notify me of whatever actions are required on our part that is necessary to fulfill our application.

Sincerely,

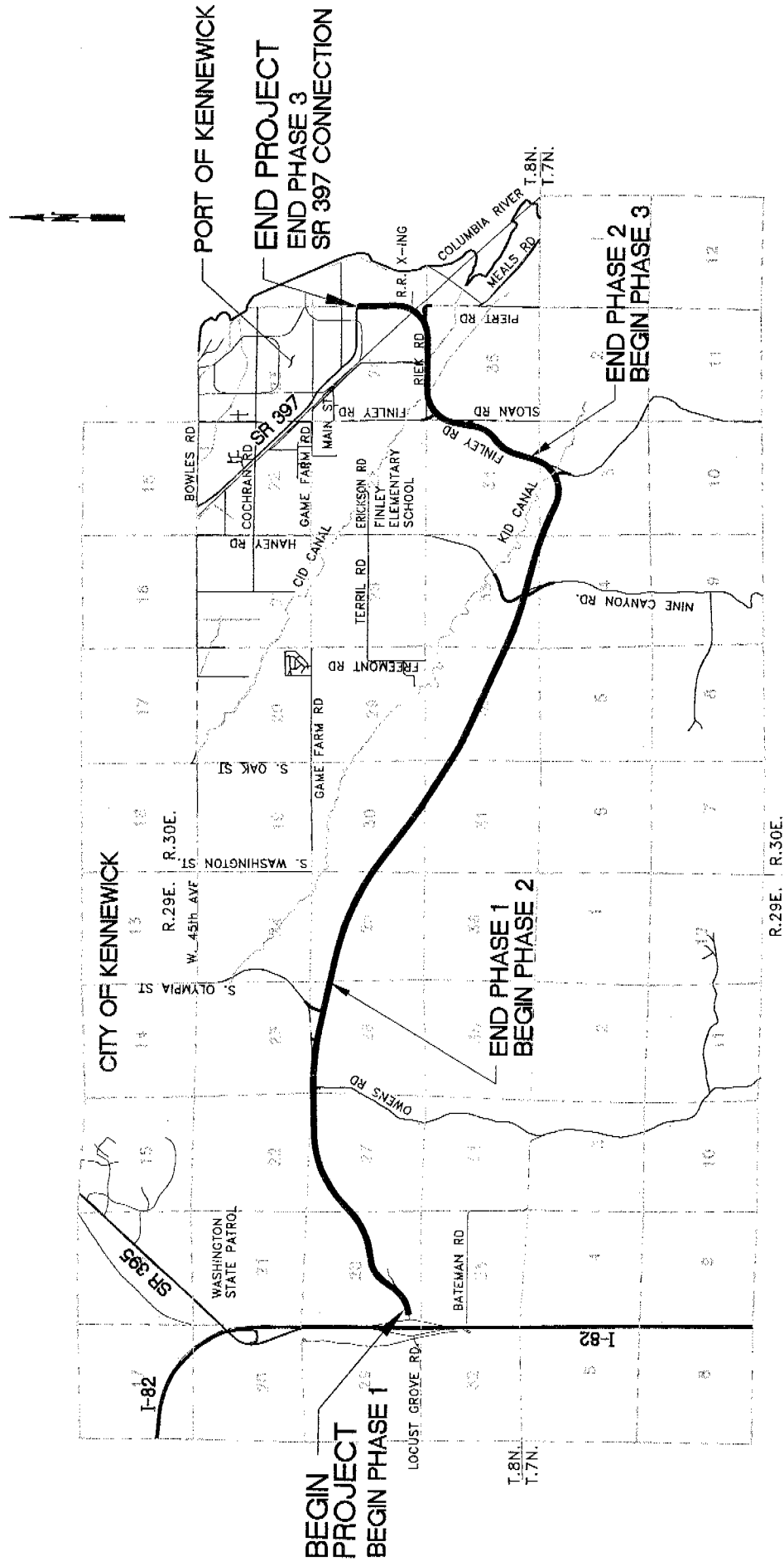


Ross B. Dunfee, P.E.

c: Don Whitehouse, WSDOT South Central Region Administrator

BENTON COUNTY

I-82 TO SR 397 INTERTIE





Washington State Transportation Improvement Board

April 16, 2008

«AddressBlock»

RE: Proposed Route Jurisdiction Transfer of County Road 397, Piert Road to I-82

«GreetingLine»

The Transportation Improvement Board (TIB) has received a Route Jurisdiction Transfer (RJT) request from Benton County to transfer County Road 397 (from Finley to I-82) from Benton County to the Washington State Department of Transportation (WSDOT). If the transfer is approved, the new road south of Kennewick would become a state highway.

Criteria for changes to the state highway system and RJT rules and regulations are found in RCW 47.17.001 and WAC 479-210. Both of these documents are enclosed to help you understand the criteria used to review the request. Additionally, an analysis of the request and a map of the route are also enclosed.

The Legislature makes the final decision on RJT requests. TIB is responsible for reviewing RJT requests, establishing a comment period for interested parties, and making a recommendation to the Legislature.

At the next TIB meeting, scheduled for June 5-6, 2008 in Pullman, the Board will review preliminary findings based on the analysis and public comments of this request. You will be sent a copy of these findings after the Board has released it. A local public hearing may occur based on the comments received. If a hearing is scheduled, you will be notified of the date and location.

If you would like to comment on this transfer request, you need to:

- Keep comments focused on the criteria specified in RCW 47.17.001 and WAC 479-210
- Include your name and address
- Send your comments by May 20, 2008 to:

Transportation Improvement Board
Steve Gorcester
P O Box 40901
Olympia, WA 98504-0901

Sincerely,

Stevan Gorcester
Executive Director

Enclosures

TIB Members

Councilmember Jeanne Burbidge
Chair, City of Federal Way

Commissioner Greg Partch
vice Chair, Whitman County

Commissioner Leo Bowman
Benton County

Iodd Coleman, P.E.
Port of Vancouver

Kathleen Davis
WSDOT

Mark Treiborger, P.E.
City of Coville

Councilmember William Ganley
City of Battle Ground

Councilmember Calvin Goings
Pierce County

Paula Hammond, P.E.
WSDOT

Doreen Marchione
Hoplink

Councilmember Neil McClure
City of Yakima

Dick McKinley
City of Bellingham

Dave Nelson
Grant County

Jill Satran
Office of Financial Management

Heidi Stamm
HS Public Affairs

Harold Taniguchi
King County Metro Transit

Steve Thomson, P.E.
Snohomish County

John Vodopich
City of Bonney Lake

Jay Weber
County Road Administration Board

Ralph Wessels, P.E.
Bicycle Alliance of Washington

Stevan Gorcester
Executive Director

P.O. Box 40901
Olympia, WA 98504-0901
Phone: 360-586-1140
Fax: 360-586-1165
www.tib.wa.gov

INTERTIE STAKEHOLDERS

Tim Arntzen, Exec. Director
Port Of Kennewick
350 Clover Island Dr, Suite 200
Kennewick WA 99336

Robert Inouye, Manager
Tessenderlo Kerley
46807 S Piert Rd
Kennewick WA 99337

Don Larue, Manager
Agrium
P O Box 5797
Kennewick WA 99336

Mary Schumacher, Exec Asst.
Kennewick General Hospital
900 S Auburn
Kennewick WA 99336

U S Corps of Engineers
201 N 3rd
Walla Walla WA 99362

Suzanne Feeney, Superintendent
Finley School District
224606 E Game Farm Rd
Kennewick WA 99337

Don Whitehouse
WSDOT
P O Box 12560
Yakima WA 98090-2560

Representative Maureen Walsh
423 John L. O'brien Building
P O Box 40600
Olympia WA 98504-0600

Commissioner Claude Oliver, Chair
Benton County
P O Box 190
Prosser WA 99350-0190

Leigh Ann Knutzen, Manager
Sandvik Special Metals
P O Box 6027
Kennewick WA 99336

Bob Perso, Manager
Air Liquide
231808 E SR 397
Kennewick WA 99337

Doug Groves, Manager
Kennewick Irrigation Dist
12 W Kennewick Ave
Kennewick WA 99336

Washington State Patrol
133302 E Law Ln
Kennewick WA 99336

Mark Kushner, Director
Benton-Franklin Council of Govts
P O Box 217
Richland WA 99352

Larry Fox, Manager
Columbia Irrigation District
10 E Kennewick Ave
Kennewick WA 99336

Bob Gear, Fire Chief
Benton Co Fire Dist #1
144610 E Law Ln
Kennewick WA 99337

Representative Bill Grant
432 Legislative Building
PO Box 40600
Olympia WA 98504-0600

Secretary Paula Hammond
Department of Transportation
P O Box 47316
Olympia WA 98504-7316

Josh Grundy, Plant Manager
Greenbrier Rail Services
228919 Cochran Rd
Kennewick WA 99337

Ken Aker, Manager
Columbia Colstor
224905 E Bowles Rd
Kennewick WA 99337

Terry Threlfall, Manager
Simplot
P O Box 2444
Pasco WA 99301

Larry Taylor
Benton County Sheriff
7122 W Okanogan Pl Box B
Kennewick WA 99336

Jim Beaver, Mayor
City Of Kennewick
P O Box 6108
Kennewick WA 99336

Marlis Lindbloom, Superintendent
Kennewick School District
524 S Auburn
Kennewick WA 99336

BNSF Railroad
2454 Occidental Ave S, Suite 1A
Seattle WA 98134-1451

Senator Mike Hewitt
314 Legislative Building
PO Box 40416
Olympia WA 98504-0416



April 23, 2008

RECEIVED
APR 28 2008
TLE

Stevan Gorcester
Executive Director
Washington State Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

RE: Proposed Route Jurisdiction Transfer of County Route 397, Piert Road to I-82

Dear Mr. Gorcester:

We have reviewed Benton County's request to transfer County Route 397 (from Finley to I-82) to the Washington State Department of Transportation (WSDOT). Based on the Transportation Improvement Board staff's analysis and our knowledge of the area and route; we support Benton County's request.

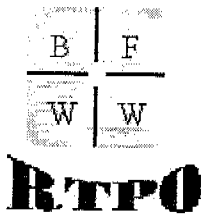
Thank you for the opportunity to comment.

Sincerely,

Peter Beaudry
Public Works Director

cc: Ross Dunfee, Benton County Public Works Director/County Engineer
Russ Burtner, City of Kennewick, Municipal Services Executive Director
Mark Kushner, Transportation Director, Benton-Franklin Council of Governments

MUNICIPAL SERVICES DEPARTMENT



Benton-Franklin-Walla Walla Regional Transportation Planning Organization

P.O. Box 217
1622 Terminal Drive
Richland, WA 99352

May 19, 2008

RECEIVED
MAY 22 2008

Stevan Gorcester, Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

RE: Route Jurisdiction Transfer (RJT) of Benton County Road 397(Piert Road to I-82) to the Washington State Department of Transportation

Dear Mr. Gorcester,

After review of the analysis for Benton County's RJT request of County Road 397 we concur with the preliminary findings that it does meet the transfer criteria as outlined in RCW 47.17.001 and WAC 479-210.

Our Tri-MATS Policy Advisory Committee and the Technical Advisory Committee and the BFCG Board have discussed this issue and support the jurisdiction transfer of Benton County Road 397 to the Washington State Department of Transportation.

Sincerely,


Mark Kushner,
Transportation Director
Benton-Franklin Council of Governments

Electronic w/ hard copy to follow



**Washington State
Department of Transportation**
Paula J. Hammond
Secretary of Transportation

South Central Region
2809 Rudkin Road, Union Gap
P.O. Box 12560
Yakima, WA 98909-2560

(509) 577-1600
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 19, 2008

Mr. Stevan Gorcester
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0909

RE: Proposed Route Jurisdiction Transfer to County Road 397, Piert Road to I-82

Dear Mr. Gorcester:

WSDOT has received the request for Route Jurisdictional Transfer (RJT) of County Road 397 from Benton County as well as the TIB response to the request. We have the following comments regarding this transfer.

WSDOT agrees with the TIB analysis of the transfer as it pertains to RCW 47.17.001 and WAC 479-210. This transfer will create additional infrastructure to the State Highway system, and as such, we would like to provide the following information to TIB for consideration.

The main issue will be the additional funding that will be needed to maintain and preserve this new route. The cost to the State for maintaining the route depends on the physical assets associated with the route. Attached is a partial list of the approximated quantity of those assets gained by reviewing the Contract Plans sent to the WSDOT from Benton County.

Currently no funding, from the County or from the State, is allocated for the maintenance, preservation, or improvement of this route if it is transferred to the State. While WSDOT is not in opposition of this transfer, the question of additional funding needed to preserve and maintain this new route must first be answered.

Since this is a new route for the County, traditional traffic data is not yet available for WSDOT to adequately assess some of the impacts to the State's budget, whether in Maintenance or Capital Improvements. Traditionally we would like to know the accident history, traffic volumes, truck percentages, etc. in order to get an estimate for these costs. As this route develops, maintenance, preservation, and improvement costs will increase over the life of this roadway.

County Road 397 is being constructed in three phases. Phases one and two are complete, however phase three is still under construction. At this time, we do not know if there will be any significant issues or changes as a result of the on-going construction.

Mr. Stevan Gorcester
May 19, 2008
Page 2

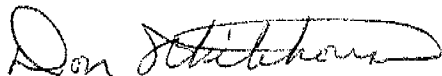
The State also needs to determine the impact that public and private access to the route will have. The issues involved include, but are not limited to, the Access Classification that will be assigned to the route; do the existing public and private access connections conform to the standards of the assigned Access Classification?; what access permits have been granted along the route?; and are there any deeded access connections to the route?

If the transfer is to take place, WSDOT requests that all official documentation for this roadway be provided to the region. This includes:

- Right of Way Plans – including Deeds, Permits, Access Permits, Easements, etc.
- Utilities – Plans, Permits, Agreements, etc.
- Environmental Commitments.
- Bridge Site Data.
- Construction Contract and As Built Plans.
- Any other pertinent information that may be necessary

We hope that this information is helpful for TIB in its continued analysis of this RJT. Thank you for the opportunity to comment and we look forward to the decision of the Board. If you have any additional questions or comments, please feel free to contact either my Planning Engineer Bill Preston at 509-577-1630, or myself at 509-577-1620.

Sincerely,



Don Whitehouse, P.E.
Regional Administrator

DW:bjd

cc: SCR Planning Office

County Road 397 Assets

Project Length – 11.02 miles (58,200')
Lanes – Two lanes at 12' widths – 0.35 HMA over 12" CSBC
Shoulder – Varies from 5' to 8' – 0.20' over 14" CSBC.
Side Slopes – 4:1
Guardrail – 18,500' Type 1
Extruded Curb – 1948'
Concrete Curb and Gutter – 24905'
Concrete Sidewalk – 1728'
Concrete Sidewalk with Raised Edge – 1147'
Drainage:
11,362' of various sized drainage structures.
Catch Basin Type 1 – 13 each
Drop Inlet Type 1 – 1 each
Approximate 20,000' of ditches lined with quarry spalls
Retaining Wall – 320'
Wire Fence Type 1 – 1911'
Chain Link Fence Type 3 – 315'
Bridge – 98' length by 43' wide.

RCW 47.17.001**Criteria for changes to system.**

In considering whether to make additions, deletions, or other changes to the state highway system, the legislature shall be guided by the following criteria as contained in the Road Jurisdiction Committee Phase I report to the legislature dated January 1987:

- (1) A rural highway route should be designated as a state highway if it meets any of the following criteria:
 - (a) Is designated as part of the national system of interstate and defense highways (popularly called the interstate system); or
 - (b) Is designated as part of the system of numbered United States routes; or
 - (c) Contains an international border crossing that is open twelve or more hours each day.
- (2) A rural highway route may be designated as a state highway if it is part of an integrated system of roads and:
 - (a) Carries in excess of three hundred thousand tons annually and provides primary access to a rural port or intermodal freight terminal;
 - (b) Provides a major cross-connection between existing state highways;
 - (c) Connects places exhibiting one or more of the following characteristics:
 - (i) A population center of one thousand or greater;
 - (ii) An area or aggregation of areas having a population equivalency of one thousand or more, such as, but not limited to, recreation areas, military installations, and so forth;
 - (iii) A county seat;
 - (iv) A major commercial-industrial terminal in a rural area with a population equivalency of one thousand or greater; or
 - (d) Is designated as a scenic and recreational highway.
- (3) An urban highway route that meets any of the following criteria should be designated as part of the state highway system:
 - (a) Is designated as part of the interstate system;
 - (b) Is designated as part of the system of numbered United States routes;
 - (c) Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;
 - (d) Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.
- (4) The following guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes:
 - (a) For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.
 - (b) State highway routes maintain continuity of the system by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the Province of British Columbia.
 - (c) Public facilities may be considered to be served if they are within approximately two miles of a state highway.
 - (d) Exceptions may be made to include:
 - (i) Rural spurs as state highways if they meet the criteria relative to serving population centers of one thousand or greater population or activity centers with population equivalencies or an aggregated population of one thousand or greater;
 - (ii) Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and
 - (iii) Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.
 - (e) In urban and urbanized areas:
 - (i) Unless they are significant regional traffic generators, public facilities such as state hospitals, state correction centers, state

universities, ferry terminals, and military bases do not constitute a criteria for establishment of a state highway; and

(ii) There may be no more than one parallel nonaccess controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization.

(f) When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

(i) The ability to handle higher traffic volumes;

(ii) The higher ability to accommodate further development or expansion along the existing alignment;

(iii) The most direct route and the lowest travel time;

(iv) The route that serves traffic with the most interstate, statewide, and interregional significance;

(v) The route that provides the optimal spacing between other state routes; and

(vi) The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted.

(g) A route designated in chapter 47.39 RCW as a scenic and recreational highway may be designated as a state highway in addition to a parallel state highway route.

[1993 c 430 § 1; 1990 c 233 § 1.]

479-210-150 << 479-210-200 >> 479-210-250

WAC 479-210-200

No Washington State Register filings since 2003

Criteria for urban highway routes.

In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001. The local agencies, department of transportation and the board will use these same criteria to assess the merits of any proposed changes to the state highway system. An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

- (1) Is designated as part of the interstate system;
- (2) Is designated as part of the system of numbered United States routes;
- (3) Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;
- (4) Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

[Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-200, filed 11/19/91, effective 12/20/91.]

479-210-200 << 479-210-250 >> 479-210-300

WAC 479-210-250

No Washington State Register filings since 2003

Interpretation and application of criteria to specific routes.

These guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes.

(1) For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.

(2) State highway routes maintain continuity by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the province of British Columbia.

(3) Public facilities may be considered to be served if they are within approximately two miles of a state highway.

(4) Exceptions may be made to include:

(a) Rural spurs as state highways if they meet the criteria relative to serving population centers of 1,000 or greater population or activity centers with population equivalencies or an aggregated population of 1,000 or greater;

(b) Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and

(c) Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.

(5) In urban and urbanized areas:

(a) Unless they are significant regional traffic generators, public facilities such as state hospitals, state correction centers, state universities, ferry terminals, and military bases do not constitute a criteria for establishment of a state highway; and

(b) There may be no more than one parallel nonaccess controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization.

(6) When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

(a) The ability to handle higher traffic volumes;

(b) The higher ability to accommodate further development or expansion along the existing alignment;

(c) The most direct route and the lowest travel time;

(d) The route that serves traffic with the most interstate, statewide, and interregional significance;

(e) The route that provides the optimal spacing between other state routes; and

(f) The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted.

[Statutory Authority: Chapter 47.26 RCW and 1991 c 342 §§ 60 and 62. 91-23-091, § 479-210-250, filed 11/19/91, effective 12/20/91.]



State of Washington
Transportation Improvement Board

WAC 479-10 Small City Pavement Preservation and Sidewalk Account
June 5, 2008

BACKGROUND

Through input from staff, board members, and the attorney, this is the final draft version of the SCPPSA WAC which provides rules for the small city pavement program and the city hardship assistance program.

STATUS

Changes that were suggested at the March 2008 board meeting are incorporated into the revised language. If the language is approved, the entire section will be sent out for public review and comment upon filing at the Code Reviser's Office.

Any public testimony would be heard at the September board meeting, with final adoption at that time.

RECOMMENDATION

Staff recommends the approval of 479-10 WAC section as revised and reviewed by staff, board, and attorney.

Chapter 479-10 WAC
Small City Pavement Preservation and Sidewalk Account

| | |
|------------|--|
| 479-10-005 | Purpose and authority. |
| 479-10-011 | Programs funded from the Small City Pavement Preservation and Sidewalk Account |
| 479-10-100 | Intent of the small city preservation program |
| 479-10-110 | Who is eligible for small city preservation program funds |
| 479-10-120 | Projects that are eligible for small city preservation program funds |
| 479-10-121 | Types of street system treatments allowed under small city preservation program |
| 479-10-122 | Qualification for the small city preservation program pavement condition ratings |
| 479-10-130 | Identification of funding requests for the small city preservation program |
| 479-10-140 | Project selection for the small city preservation program |
| 479-10-150 | Project phases for the small city preservation program |
| 479-10-160 | City matching funds or services for small city preservation program |
| 479-10-200 | Intent of the city hardship assistance program |
| 479-10-210 | Who is eligible for city hardship assistance program funds |
| 479-10-220 | What routes are eligible for city hardship assistance program funds |
| 479-10-230 | How to request city hardship assistance program funds |
| 479-10-240 | Phases for city hardship assistance program |
| 479-10-250 | Funding limitations for city hardship assistance program projects |
| 479-10-260 | No match is required for city hardship assistance program projects |
| 479-10-270 | Spending any residual amount of city hardship assistance program funds |

WAC 479-10-005 Purpose and authority. The board adopts reasonable rules necessary to administer the small city pavement preservation and sidewalk account pursuant to RCW 47.26.340, RCW 47.26.345 and RCW 47.26.164.

WAC 479-10-011 Programs funded from the small city pavement preservation and sidewalk account. The small city pavement preservation and sidewalk account funds both the small city preservation program and the city hardship assistance program.

WAC 479-10-100 Intent of the small city preservation program. The intent of the small city preservation program is to provide funding for small cities to provide proper pavement management and extend infrastructure longevity.

WAC 479-10-110 Who is eligible for small city preservation program funds. Agencies eligible to receive small city pavement program funding are incorporated cities with a population less than five thousand.

WAC 479-10-120 Projects that are eligible for small city preservation program funds. Eligible roadway and sidewalk projects are those that maintain, repair, and/or resurface the existing infrastructure that is municipally owned and appropriate under Article II Section 40, 18th Amendment of the Washington State Constitution.

WAC 479-10-121 Types of street system treatments allowed

1 under small city preservation program. The type of treatment
2 will be based on the pavement condition rating, treatment types
3 available in the area, and concurrence by the local agency.
4 Treatments may include crack sealing, patching, ditching, chip
5 sealing, overlay, cold in place recycling of roadway, or other
6 treatment as deemed cost effective and/or necessary by TIB
7 staff.

8
9
10 **WAC 479-10-122 Qualification for the small city**
11 **preservation program - pavement condition ratings.**

12 1) To qualify for funding in the current program year, a
13 city's pavement condition rating must be less than four years
14 old on or by the application date.

15 2) For the cities' convenience, TIB staff will conduct all
16 pavement condition ratings on a four-year basis every four
17 years. If the city maintains their own pavement condition
18 rating, the methods used for scoring must comply with TIB's
19 methodology. If scores submitted by the city are substantially
20 different than the TIB pavement scores, the difference will be
21 resolved through an on-site review coordinated between TIB and
22 city staff.

23
24
25 **WAC 479-10-130 Identification of funding requests for the**
26 **small city preservation program.** To be considered for a project
27 under the small city preservation program, an eligible agency
28 may submit a funding application in response to either a
29 standard TIB call for projects or identification and
30 notification by TIB staff based on other opportunities available
31 in the area to decrease material or labor costs associated with
32 project delivery.

33
34
35 **WAC 479-10-140 Project selection for the small city**
36 **preservation program.** Projects may be selected by the board or
37 the executive director based on need, economy of scale
38 opportunities, and criteria listed in RCW 47.26.345.

39
40
41 **WAC 479-10-150 Project phases for the small city**
42 **preservation program.** Small city preservation program projects
43 will have three phases. Each phase will require specific
44 documentation as described below and each phase must be approved
45 before the applicant agency is eligible to receive the related
46 funding:

47 1. Application phase - The city shall submit an application
48 form as well as documentation showing route and treatment plan.
49 2. Design and Construction phase- TIB will provide documents
50 for the city to sign and return. The city must submit the
51 following agreements where utilized:

52 (a) Fuel tax agreement (except if services are provided by

1 WSDOT).

2 (b) Rights of Entry Agreement (if applicable)

3 (c) Consultant agreement (if applicable)

4 If pavement services will be provided through WSDOT, TIB will
5 maintain the Task Order Agreement and subsequent amendments.

6 3. Project closeout phase - All necessary project cost
7 documentation must be received prior to final payment.

8
9
10 **WAC 479-10-160 City matching funds or services for small**
11 **city preservation program.** The Board will consider a city's
12 ability to provide matching funds or in-kind services when
13 allocating funds under this program. Cash or in-kind match may
14 be provided by the local agency in the form of:

15 1. Cash match based on ability to contribute:

16 a. If the city assessed valuation is greater than five
17 hundred million, a match of ten percent will be
18 contributed.

19 b. If the city assessed valuation is from one hundred
20 million to five hundred million, a five percent
21 match will be contributed.

22 2. If the city assessed valuation is under one hundred
23 million, no cash match is necessary.

24 3. Match is not expected or accepted if the construction
25 services will be provided to the city by WSDOT.

26 4. All in-kind contributions must relate directly to the
27 project and are limited to time, material, or real
28 property donated to the agency to fulfill project
29 requirements. In-kind match may include:

30 a. Community involvement including volunteer
31 participation.

32 b. City force labor, materials, and/or equipment
33 (excluding costs incurred for qualification in 479-
34 10-122 or application for funds).

35 c. Other street beautification

36 d. In-kind match must be documented with labor reports,
37 equipment reports, receipts, and/or citizen
38 volunteer time with hourly rate (not to exceed
39 \$15.00 per hour)..

40 e. Contributions of overhead, per diem, travel
41 expenses, time spent at advisory groups or meetings,
42 or time from individuals receiving compensation
43 through the grant will not be accepted as in-kind
44 match.

45
46 **WAC 479-10-200 Intent of the city hardship assistance**
47 **program.** The city hardship assistance program provides
48 rehabilitation and maintenance funds for eligible routes
49 pursuant to RCW 47.26.164.

50
51 **479-10-210 Who is eligible for city hardship assistance**
52 **program funds.** Eligible cities are those with a population of

20,000 or less with a net gain in cost responsibility due to a road jurisdictional transfer.

WAC 479-10-220 What routes are eligible for city hardship assistance program funds. The following routes are eligible to receive city hardship assistance funds for maintenance:

1. Clarkston, Old SR 128, 0.13 Miles, SR 12 to Poplar Street;
2. Kelso, Old SR 431, 0.90 Miles, SR 5 to Cowlitz Way; Old I-5, 1.20 Miles, north end of Coweeman River Bridge to 2,480 feet south of Haussler Road and those sections of Kelso Drive, Minor Road, Grade Street and Kelso Avenue referred to in the memorandum of understanding for this turn back, approximately 2.7 miles;
3. Leavenworth, Old SR 209, 0.11 Miles, SR 2 to 260 feet north of Fir Street;
4. Milton, Old SR 514, 2.46 Miles, Junction SR 99 to 50 feet west of SR 161;
5. Napavine, Old SR 603, 0.79 Miles, 810 feet southwest of Lincoln Street to 8th Avenue West;
6. Pomeroy, Old SR 128, 0.72 Miles, SR 12 to 2,690 feet south of Arlington Avenue;
7. Sequim, Washington Avenue - Simdars Rd to Sunnyside Ave & 3rd Ave to 9th Ave;
8. Skykomish, Old SR 2 Spur, 0.16 Miles, SR 2 to Railroad Avenue;
9. Stanwood, Old SR 530, 1.59 Miles, 790 feet north of 86th Drive NW to 740 feet northwest of 72nd Avenue NW;
10. Toledo, Old SR 505, 0.12 Miles, Fifth Street to 210 feet northwest of Sixth Street;
11. Toppenish, Old SR 220, 0.27 Miles, Junction SR 22 to 630 feet east of Linden Road;
12. Vader, Old SR 411, 0.25 Miles, 520 feet south of SR 506 to 1,840 feet south of SR 506;
13. Washougal, Old SR 140, 0.70 Miles, SR 14 to west end of Washougal River Bridge;
14. Winlock, Old SR 603, 0.61 Miles, Walnut Street to 160 feet south of Olequa Creek Bridge.

WAC 479-10-230 How to request city hardship assistance program funds. To request funding for eligible routes, the city should submit a letter of application including a treatment plan and cost estimate for the project. The request will be due by August 31st of the year prior to treatment, unless otherwise authorized by the executive director.

WAC 479-10-240 Phases for city hardship assistance program. City hardship assistance program projects will have the following phases:

- 1 1. Application phase - Letter of application including the
2 treatment plan and cost estimate submitted under WAC 479-10-230.
3 2. Design and Construction phase- Documents that must be
4 received prior to phase approval:
5 (1) Fuel tax agreement or WSDOT Task Order Agreement
6 (2) Consultant agreement (if applicable)
7 3. Project closeout phase - Project cost documentation must be
8 received prior to final payment.

10
11 **WAC 479-10-250 Funding limitations for city hardship**
12 **assistance program projects.** Funding is to be used for
13 maintenance and rehabilitation of existing facilities and not
14 for adding additional capacity or facilities.

15
16
17 **WAC 479-12-260 No match is required for city hardship**
18 **assistance program projects.** There is no local agency matching
19 funds requirement for city hardship assistance program projects.

20
21
22 **WAC 479-10-270 Spending any residual amount of city**
23 **hardship assistance program funds.** Any residual funds remaining
24 at the end of the biennium will be ~~used~~ spent ~~for~~ on the small
25 city preservation program projects.

Chapter 479-10 WAC
Small City Pavement Preservation and Sidewalk Account

| | |
|------------|--|
| 479-10-005 | Purpose and authority. |
| 479-10-011 | Programs funded from the Small City Pavement Preservation and Sidewalk Account |
| 479-10-100 | Intent of the small city preservation program |
| 479-10-110 | Who is eligible for small city preservation program funds |
| 479-10-120 | Projects that are eligible for small city preservation program funds |
| 479-10-121 | Types of street system treatments allowed under small city preservation program |
| 479-10-122 | Qualification for the small city preservation program – pavement condition ratings |
| 479-10-130 | Identification of funding requests for the small city preservation program |
| 479-10-140 | Project selection for the small city preservation program |
| 479-10-150 | Project phases for the small city preservation program |
| 479-10-160 | City matching funds or services for small city preservation program |
| 479-10-200 | Intent of the city hardship assistance program |
| 479-10-210 | Who is eligible for city hardship assistance program funds |
| 479-10-220 | What routes are eligible for city hardship assistance program funds |
| 479-10-230 | How to request city hardship assistance program funds |
| 479-10-240 | Phases for city hardship assistance program |
| 479-10-250 | Funding limitations for city hardship assistance program projects |
| 479-10-260 | No match is required for city hardship assistance program projects |
| 479-10-270 | Spending any residual amount of city hardship assistance program funds |

WAC 479-10-005 Purpose and authority. The board adopts reasonable rules necessary to administer the small city pavement preservation and sidewalk account pursuant to RCW 47.26.340, RCW 47.26.345 and RCW 47.26.164.

WAC 479-10-011 Programs funded from the small city pavement preservation and sidewalk account. The small city pavement preservation and sidewalk account funds both the small city preservation program and the city hardship assistance program.

WAC 479-10-100 Intent of the small city preservation program. The intent of the small city preservation program is to provide funding for small cities to provide proper pavement management and extend infrastructure longevity.

WAC 479-10-110 Who is eligible for small city preservation program funds. Agencies eligible to receive small city pavement program funding are incorporated cities with a population less than five thousand.

WAC 479-10-120 Projects that are eligible for small city preservation program funds. Eligible roadway and sidewalk projects are those that maintain, repair, and/or resurface the existing infrastructure that is municipally owned and appropriate under Article II Section 40, 18th Amendment of the Washington State Constitution.

1 **WAC 479-10-121 Types of street system treatments allowed**
2 **under small city preservation program.** The type of treatment
3 will be based on the pavement condition rating, treatment types
4 available in the area, and concurrence by the local agency.
5 Treatments may include crack sealing, patching, ditching, chip
6 sealing, overlay, cold in place recycling of roadway, or other
7 treatment as deemed cost effective and/or necessary by TIB
8 staff.

10
11 **WAC 479-10-122 Qualification for the small city**
12 **preservation program - pavement condition ratings.**

13 1) To qualify for funding in the current program year, a
14 city's pavement condition rating must be less than four years
15 old on or by the application date.
16 2) For the cities' convenience, TIB staff will conduct all
17 pavement condition ratings on a rotational basis every four
18 years. If the city maintains their own pavement condition
19 rating, the methods used for scoring must comply with TIB's
20 methodology. If scores submitted by the city are substantially
21 different than the TIB pavement scores, the difference will be
22 resolved through an on-site review coordinated between TIB and
23 city staff.

24
25
26 **WAC 479-10-130 Identification of funding requests for the**
27 **small city preservation program.** To be considered for a project
28 under the small city preservation program, an eligible agency
29 may submit a funding application in response to either a
30 standard TIB call for projects or identification and
31 notification by TIB staff based on other opportunities available
32 in the area to decrease material or labor costs associated with
33 project delivery.

34
35
36 **WAC 479-10-140 Project selection for the small city**
37 **preservation program.** Projects may be selected by the board or
38 the executive director based on need, economy of scale
39 opportunities, and criteria listed in RCW 47.26.345.

40
41
42 **WAC 479-10-150 Project phases for the small city**
43 **preservation program.** Small city preservation program projects
44 will have three phases. Each phase will require specific
45 documentation as described below and each phase must be approved
46 before the applicant agency is eligible to receive the related
47 funding:

48 1. Application phase - The city shall submit an application
49 form as well as documentation showing route and treatment plan.
50 2. Design and Construction phase- TIB will provide documents
51 for the city to sign and return. The city must submit the
52 following agreements where utilized:

1 (a) Fuel tax agreement (except if services are provided by
2 WSDOT).

3 (b) Rights of Entry Agreement (if applicable)

4 (c) Consultant agreement (if applicable)

5 If pavement services will be provided through WSDOT, TIB will
6 maintain the Task Order Agreement and subsequent amendments.

7 3. Project closeout phase - All necessary project cost
8 documentation must be received prior to final payment.

9
10
11 **WAC 479-10-160 City matching funds or services for small**
12 **city preservation program.** The Board will consider a city's
13 ability to provide matching funds or in-kind services when
14 allocating funds under this program. Cash or in-kind match may
15 be provided by the local agency in the form of:

- 16 1. Cash match based on ability to contribute:
 - 17 a. If the city assessed valuation is greater than five
18 hundred million, a match of ten percent will be
19 contributed.
 - 20 b. If the city assessed valuation is from one hundred
21 million to five hundred million, a five percent
22 match will be contributed.
- 23 2. If the city assessed valuation is under one hundred
24 million, no cash match is necessary.
- 25 3. Match is not expected or accepted if the construction
26 services will be provided to the city by WSDOT.
- 27 4. All in-kind contributions must relate directly to the
28 project and are limited to time, material, or real
29 property donated to the agency to fulfill project
30 requirements. In-kind match may include:
 - 31 a. Community involvement including volunteer
32 participation.
 - 33 b. City force labor, materials, and/or equipment
34 (excluding costs incurred for qualification in 479-
35 10-122 or application for funds).
 - 36 c. Other street beautification
 - 37 d. In-kind match must be documented with labor reports,
38 equipment reports, receipts, and/or citizen
39 volunteer time with hourly rate (not to exceed
40 \$15.00 per hour)..
 - 41 e. Contributions of overhead, per diem, travel
42 expenses, time spent at advisory groups or meetings,
43 or time from individuals receiving compensation
44 through the grant will not be accepted as in-kind
45 match.

46
47 **WAC 479-10-200 Intent of the city hardship assistance**
48 **program.** The city hardship assistance program provides
49 rehabilitation and maintenance funds for eligible routes
50 pursuant to RCW 47.26.164.

51
52 **479-10-210 Who is eligible for city hardship assistance**

program funds. Eligible cities are those with a population of 20,000 or less with a net gain in cost responsibility due to a road jurisdictional transfer.

WAC 479-10-220 What routes are eligible for city hardship assistance program funds. The following routes are eligible to receive city hardship assistance funds for maintenance:

1. Clarkston, Old SR 128, 0.13 Miles, SR 12 to Poplar Street;
2. Kelso, Old SR 431, 0.90 Miles, SR 5 to Cowlitz Way; Old I-5, 1.20 Miles, north end of Coweeman River Bridge to 2,480 feet south of Haussler Road and those sections of Kelso Drive, Minor Road, Grade Street and Kelso Avenue referred to in the memorandum of understanding for this turn back, approximately 2.7 miles;
3. Leavenworth, Old SR 209, 0.11 Miles, SR 2 to 260 feet north of Fir Street;
4. Milton, Old SR 514, 2.46 Miles, Junction SR 99 to 50 feet west of SR 161;
5. Napavine, Old SR 603, 0.79 Miles, 810 feet southwest of Lincoln Street to 8th Avenue West;
6. Pomeroy, Old SR 128, 0.72 Miles, SR 12 to 2,690 feet south of Arlington Avenue;
7. Sequim, Washington Avenue - Simdars Rd to Sunnyside Ave & 3rd Ave to 9th Ave;
8. Skykomish, Old SR 2 Spur, 0.16 Miles, SR 2 to Railroad Avenue;
9. Stanwood, Old SR 530, 1.59 Miles, 790 feet north of 86th Drive NW to 740 feet northwest of 72nd Avenue NW;
10. Toledo, Old SR 505, 0.12 Miles, Fifth Street to 210 feet northwest of Sixth Street;
11. Toppenish, Old SR 220, 0.27 Miles, Junction SR 22 to 630 feet east of Linden Road;
12. Vader, Old SR 411, 0.25 Miles, 520 feet south of SR 506 to 1,840 feet south of SR 506;
13. Washougal, Old SR 140, 0.70 Miles, SR 14 to west end of Washougal River Bridge;
14. Winlock, Old SR 603, 0.61 Miles, Walnut Street to 160 feet south of Olequa Creek Bridge.

WAC 479-10-230 How to request city hardship assistance program funds. To request funding for eligible routes, the city should submit a letter of application including a treatment plan and cost estimate for the project. The request will be due by August 31st of the year prior to treatment, unless otherwise authorized by the executive director.

WAC 479-10-240 Phases for city hardship assistance program. City hardship assistance program projects will have

1 the following phases:

2 1. Application phase - Letter of application including the
3 treatment plan and cost estimate submitted under WAC 479-10-230.

4 2. Design and Construction phase- Documents that must be
5 received prior to phase approval:

6 (1) Fuel tax agreement or WSDOT Task Order Agreement

7 (2) Consultant agreement (if applicable)

8 3. Project closeout phase - Project cost documentation must be
9 received prior to final payment.

10
11
12 **WAC 479-10-250 Funding limitations for city hardship**
13 **assistance program projects.** Funding is to be used for
14 maintenance and rehabilitation of existing facilities and not
15 for adding additional capacity or facilities.
16

17
18 **WAC 479-12-260 No match is required for city hardship**
19 **assistance program projects.** There is no local agency matching
20 funds requirement for city hardship assistance program projects.
21

22
23 **WAC 479-10-270 Spending any residual amount of city**
24 **hardship assistance program funds.** Any residual funds remaining
25 at the end of the biennium will be spent on small city
26 preservation program projects.



State of Washington

Transportation Improvement Board

November 2008 Call for Projects Preliminary Program Sizes and Schedule June 5, 2008

BACKGROUND

The Transportation Improvement Board's Financial Guidelines were developed to ensure that TIB offers a sustainable level call for projects for its major funding programs. There is increasing pressure on the programs to provide increases due to rapid inflationary costs of material and labor with shrinking revenue projections.

STATUS

The TIB's financial position is stable, but revenues are forecast to be lower than originally projected. A stable but conservative project call is recommended for the agency.

SCHEDULE

Each year the Board adopts a priority array schedule that is released immediately following the May meeting. This year, the call will go out after the June 6, 2008 Board meeting. Staff recommends the following schedule for the November 2008 call for projects:

| Date | Milestone |
|--------------------------|--|
| June 9, 2008 | Call for projects announced |
| June 9 - 27, 2008 | Funding workshops scheduled across the state |
| August 29, 2008 | Deadline for applications to be postmarked |
| September - October 2008 | Application evaluation and field reviews |
| November 21, 2008 | Board selects projects at Vancouver meeting |

INVESTMENT

Staff recommends the following program sizes:

| Transportation Improvement Account | |
|------------------------------------|----------------------|
| Urban Corridor Program | \$25 million |
| Urban Arterial Trust Account | |
| Urban Arterial Program | \$ 25 million |
| Small City Arterial Program | \$ 10 million |
| Sidewalk Program | \$ 3 million |
| Total UATA | \$ 38 million |
| TOTAL CALL | \$ 63 million |

JUSTIFICATION

Issues reviewed when establishing program sizes:

- \$25 million minimum program size
- Rising gasoline prices and decreasing consumer confidence
- Adverse effects of cancellations on projects
- Aggressive project closeout activity, final 1990's series in construction or closed
- Withdrawals for lack of other funds
- Increase requests
- Outstanding obligations
 - TIA - \$150 million (\$14 million per biennium for debt service)
 - UATA - \$216 million
- Bond debt service
 - TIA has only \$ 7.14 million appropriation authority for additional bonds
 - UATA New bonding authority of \$15 million for current project increases
 - UATA debt retirement
- Residual CHAP funds legislation passed, balance remaining as of July 1, 2009 will be spent based on needed treatments for Fiscal Year 2010 expenditures.

RECOMMENDATION

Staff recommends the Board approve the call for projects schedule and proposed November 2008 program size as presented.



TIB 2009 Proposed Meeting Schedule

June 6, 2008

OPTION 1: (6 Meetings)

| DATE | CITY |
|-----------------|-----------------------|
| January 22-23 | Olympia |
| March 26-27 | Walla Walla |
| May 28-29 | Yakima |
| July 23-24 | Bellingham |
| September 24-25 | Spokane Valley |
| November 19-20* | SeaTac or Federal Way |

* Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.

OPTION 2: (5 Meetings)

| DATE | CITY |
|-----------------|-----------------------|
| January 22-23 | Olympia |
| March 26-27 | Spokane Valley |
| June 18-19 | Bellingham |
| September 24-25 | Yakima |
| November 19-20* | SeaTac or Federal Way |

* Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.